

# Hongkong Daily Press.

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Hongkong, 2nd August, 1912. [a15]

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[a25]



## DOW'S 1908.

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\$40	Shanghai (Steamer) ...Lv.	a.m.	Mon.	Wed.
	Dairen (S.M.R. Train) ...Lv.	2.00 p.m.	Sun.	"
Y 14.95	Mukden ...Lv.	10.10	"	"
	Changchun ...Lv.	10.25	Mon.	Thurs.
Y 11.50	Harbin (Russian Train) ...Lv.	6.00	"	"
E 9.60	Harbin ...Lv.	1.45 p.m.	"	"

### SOUTH BOUND.

Connecting at Harbin with		State Express from Moscow	Wagon- Lits from Moscow	State Express from Peking
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	Changchun (S.M.R. Train) ...Lv.	3.30 p.m.	"	"
Y 11.50	Mukden ...Lv.	4.00	"	"
	Dairen ...Lv.	11.00	"	"
Y 14.95	Shanghai (Steamer) ...Lv.	8.30	Tues.	Thurs.
Y 40.00	Shanghai ...Lv.	11.20 a.m.	"	Sat.
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\* Russian Train Time is 23 minutes faster than S.M.R. Time.  
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**SOUTH MANCHURIA RAILWAY CO.,**  
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 The Salvage Steamer "OUEA-MARU," 716 tons and 12 knots speed, is always  
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Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth " " "	55	66
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The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.  
The Floating Sheerlegs, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION. [a319]

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**THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON**  
DIRECT WILL LEAVE HONGKONG ON MARCH 29th, 1913,  
CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND  
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1st SALOON £71.10 SINGLE, £106.14 RETURN.  
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Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
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Lavatory attached.  
Perfect Sanitation.  
**A LA CARTE GRILL ROOM.**  
[a23] J. H. TAGGART, Manager.

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Reasonable Rates.  
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H. HAYNES, Manager  
Hongkong, 2nd August, 1912. [a157]

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A FIRST CLASS AND UP-TO-DATE  
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**THIS HOTEL** has recently been thoroughly  
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luxuriously furnished and up-to-date in every  
respect, situated in the most central position  
Large and Airy Rooms, Hot, Cold, and Shower  
Baths, Electric Light Throughout and Fans.  
Large and Comfortable Lounge, Private and  
Public Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION, Sanitary Arrangements of  
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**FREDERICK REICHMANN,**  
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TELEGRAPHIC ADDRESS "COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [a59]

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**STANDING** in its own grounds with Tennis  
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Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 620.  
Apply to—**MRS. F. W. WATTS,**  
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Hongkong, 4th December, 1907. [a37]

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**REASONABLE RATES.**  
**WM. FARMER**  
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### ROYAL GEORGE HOTEL.

ELGIN ROAD, KOWLOON.

A FIRST CLASS FAMILY RESIDENTIAL AND TOURIST  
HOTEL, free from traffic noises, Renovated  
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Bath Room with Shower to every Room.  
Electric Light throughout and Electric  
Fans to order for every Room. 5 minutes'  
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Railway Station.

Terms: per day per month.  
Single Person \$3.50 to \$5 \$65 to \$95.  
Married Couples \$5 to \$8 \$110 to \$160.  
**M. J. NATHAN,**  
Manager.  
Kowloon, 12th September, 1912. [a336]

### A LING & CO.

19, QUEEN'S ROAD CENTRAL

FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.

Developing and Printing Undertaken

Hongkong, 31st July, 1907. [56]



## INTIMATION

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IN PINTS AND SPLITS.

BULL DOG

BRAND

LIGHT ALE

IN PINTS AND SPLITS.

SOLE AGENTS:

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ALEXANDRA BUILDINGS.

23

## BIRTH.

At Alderleyedge, on October 7th, the wife of WILLIAM LEONARD CARTER, of a daughter.

HONGKONG OFFICE: 10A, DES VŒUX ROAD C.  
LONDON OFFICE: 181, FLEET STREET, E.C.

The Daily Press.

HONGKONG, OCTOBER 10TH, 1912.

THE Report of the Committee appointed some months ago to enquire into the excessive cost of and the delay in the completion of certain public buildings in Hongkong, which has been recently made public, renders some of the figures contained in the Appropriation Bill, which was introduced in the Council last week, more than usually interesting. From these it is to be gathered that the estimated expenditure upon Public Works—recurrent and extraordinary—during the coming financial year is \$2,128,900; whilst on the other hand the cost of the Public Works Department during the same period is estimated to be \$380,651. The proportion between these two appropriations is so remarkable that it suggests that they are abnormal or unusual; and it seems fair, before drawing any unfavourable deductions from them, to compare them with those of previous years. An examination of the official records for the past ten years reveals the fact that the corresponding estimated expenditures have been as follows:—

Expenditure on Public Works.	Cost of P.W.D.
1903.—Recurrent .....	\$490,700
Extraordinary .....	1,273,400
1904.—Recurrent .....	390,500
Extraordinary .....	1,815,300
1905.—Recurrent .....	409,200
Extraordinary .....	1,661,800
1906.—Recurrent .....	437,900
Extraordinary .....	1,210,700
1907.—Recurrent .....	437,500
Extraordinary .....	822,900
1908.—Recurrent .....	443,600
Extraordinary .....	427,500
1909.—Recurrent .....	940,520
Extraordinary .....	416,200
1910.—Recurrent .....	1,080,400
Extraordinary .....	429,100
1911.—Recurrent .....	1,147,980
Extraordinary .....	485,600
1912.—Recurrent .....	1,693,300
Extraordinary .....	380,651

Total .....

From these figures it appears that, over a series of years, the cost to the community of the preparation of plans, the supervision of works, and other miscellaneous services by the Public Works

Department has amounted to the extraordinary amount of nearly 20 per cent. upon the value of the works executed! It may be, and no doubt will be, maintained that a proportion of the work done by the Public Works Department is of an advisory nature; that the energies of some of the members of the staff are engaged in administering the Public Health and Buildings Ordinances; and that the time of others is taken up in the preparation of surveys, etc.; but taking all these circumstances into consideration it must be admitted that the figures "give one furiously to think"—more especially, as apparently no allowance is made for office rent, stationery, etc.; for the charge upon the funds of the Colony for pensions to returning officers; or—so far as can be judged—for the large fees that have been paid to Sir Asron Wynn, and to local architects for designing the Law Courts, the Kowloon Water Works, the new Government Offices and other important works; which would increase the cost of the Department to a still higher figure. The scale of remuneration recognised by the Institute of Civil Engineers and by the Royal Institute of British Architects for the preparation of plans and the supervision of works, is, we believe, 5 per cent. upon the cost of the works, and a further 1½ per cent. if Bills of Quantities are prepared. The proportion between these figures and those we have quoted above is so marked that it would appear that some enquiry is called for into a system under which such liabilities are incurred. The suggestion has been made from time to time in rebutting accusations of carelessness or delay—that the Department, so far from being extravagantly conducted, is in point of fact actually under-officed, but can this be seriously maintained? We are told that there are private firms in the Colony—two or three at least—who in the course of a year probably carry out works equalling, if not exceeding, in importance those undertaken by the Public Works Department. A glance at the local directory shows that these firms conduct their business with a staff of from four to five qualified civil engineers or architects; by whom—as in the case of the Public Works Department—many miscellaneous duties are performed in the way of surveys, valuations, arbitrations, etc.; in addition to the actual preparation of plans and supervision of works. On the other hand, the Public Works Department is officered—again we take our figures from the local directory—by thirty! These comparisons are startling, and it is desirable that some explanation—if explanation be possible—should be given concerning them. It is not necessary, nor would it be generous, to jump to any conclusion that a fair proportion of the officers of the Department are other than well-qualified, hard-working, and conscientious; but a system under which the public apparently pays nearly 20 per cent. commission upon the value of the works carried out on its behalf must be in some respects inherently defective.

The shareholders of Messrs. Dunning & Co., Shanghai, have passed a resolution for the voluntary winding up of the Company.

His Honour the Chief Justice left yesterday for Shanghai by the French Mail steamer and returns to the Colony on the 17th instant.

The police have been informed that a Chinese lost a bank draft for \$400, which he thinks was stolen from his pocket, and a money order for \$170.

A passenger on board a passenger junk in the harbour reports that he was robbed of a box containing clothing and other things, the value of the articles being \$800.

Twenty-two men were charged at the Magistracy yesterday with smoking in an opium den at Yaumatei. The keeper was fined \$100, and the remainder \$1 each or three days in prison.

A man informed the police last Saturday that another man to whom he entrusted \$100 for a certain purpose had disappeared. Later he returned to the police and stated that the man had brought back his money.

The Manila customs authorities seized on the *Yuen-sang* on her last trip 305 tins of opium valued at nearly \$20,000. The Chief Officer also found five large tins of cocaine. Two Chinese firemen were arrested by the Filipino secret service man who seized the opium.

His Excellency the Governor has given his patronage to the performance of "The Cook" on the 18th and 19th October. The booking for these performances has been up to date exceptional, and we have no doubt that the houses for both nights will be record ones. The variety portion of the entertainment will be something entirely new to the Theatre Royal and there will be alterations in the programme each performance.

At the Magistracy yesterday a Chinese was convicted by Mr. Melbourne of allowing mosquito larvae to accumulate on his premises, and as he had been fined before for a similar penalty, his Worship imposed a fine of \$10, at the same time remarking that this sort of thing caused a lot of fever.

Quite a disturbance was created at the Shanghai and Hongkew wharf last week, the cause being a number of Sikhs, who, for the good of the settlement, were leaving for India and elsewhere by the I.C. str. *Hangang*. A large number assembled on board the ship and on the wharf and gin bottles were passing freely, and the noise made by the crowd was deafening. Captain Wilde repeatedly ordered the well-wishers to go ashore, but they refused and finally the police were sent for to clear them off, which they did in short order.

An interesting case was heard before Mr. Melbourne at the Magistracy yesterday when a man was charged with wounding his wife with a pocket knife. The woman, who appeared in Court with both arms bandaged, said she came to Hongkong from the country to look for her husband, and when she found him he assaulted her. The defendant alleged that his wife ran off with two men, and he came to Hongkong to find her. He declared that it was she who assaulted him. His Worship imposed a fine of \$10, or in default fourteen days' imprisonment.

Our attention has been kindly drawn to the fact that the provision that "no passport need be applied for by persons going on excursions from the ports open to trade to a distance not exceeding 100 1/2 and for a period not exceeding five days," appears in the Tientsin Treaty of 1858, between Great Britain and China, Article IX. But the contention is that neither Hongkong nor Macao are "ports open to trade," within the meaning of the term in the treaties, but foreign country as far as China is concerned. On the other hand, we may point out that according to an official list issued by the British Legation, Lappa and Kowloon appear among the "Treaty ports and places opened by China to foreign trade." They are both ports of entry for Canton, but they appear to be recognised by the Chinese Government as "ports open to trade," and it would, therefore, seem to follow that the Treaty privilege we have quoted applies as much to these places as to others.

## CORRESPONDENCE.

## HONGKONG VOLUNTEER CORPS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

DEAR SIR,—May I be permitted through your columns to associate myself with "Carbine's" remarks in your yesterday's issue?

I have put in several years of Volunteer service and I have noticed repeatedly that promotion in the H.K.V.C., at least as far as my own Coy. is concerned, seems to be confined to one class of man.

I suggest that if the officers were to attend more drills and take a personal interest in the men of their respective Coys. the right man would stand a better chance of promotion than here before.

Deprecating the necessity of having to growl, and thanking you in anticipation of insertion.—Yours faithfully,

"TERRITORIAL."

## VISIT OF H. E. THE GOVERNOR TO MACAO.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

Hongkong, October 9th, 1912.

SIR,—In your account of the above in today's paper, you mention that after dinner (on Saturday, 5th inst.) the party admired the illuminations, etc., "under the clear light of the moon."

As the moon would not rise till about two o'clock on Sunday morning and give but little light till considerably later, unkind people may be inclined to remark on their Excellencies' hours, or perhaps your correspondent's vision.—Yours,

W. R. J.

## POLO.

The final of the quarterly Polo Tournament will be played at 5 p.m. to-day, when the K.O.Y.L.L. meet Mr. Thicknesse's team:—K.O.Y.L.L.:—Capt. Agg, Capt. Hughes, Mr. J. de Hoghton and Mr. J. A. Jervois.

Mr. Thicknesse's:—Lieut. Maxwell, R.N., Mr. N. O. Place, Mr. W. B. Elwes and Mr. G. Thicknesse.

## TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m. yesterday:—

"Cyclone or typhoon E. of Northern Luzon less than 300 miles distant moving W. or W.N.W."

## THE SITUATION AT FOOCHEW.

## ARRIVAL OF THE CHINESE FLEET.

The greater part of the Chinese fleet and transports arrived at the Pagoda anchorage on the 6th inst. with upwards of 2,000 troops for the suppression of General Pang Shon-sing, ex-Chief of Police, who has been creating a good deal of trouble at Foochow. It is a matter of common report that this official has been "on the make," and has defied the constituted authorities. The Foochow people subscribed between them something approaching \$200,000 to induce him to depart, and so avoid bloodshed, and perhaps the burning of the city. Crowds of people have been flocking into Nantai, the foreign settlement, for safety, fearing what might happen in the native city. On Sunday, the 5th inst., the cruiser *Hai-ching*, with many high officials on board, including the new Tutuh, Tsén Chuan-huan (a former Viceroy of Canton), and other warships arrived next day.

It is now said that General Pang has fled, and has escaped to Hongkong, or to Japan.

## CORINTHIAN YACHT CLUB.

The annual meeting of the Hongkong Corinthian Yacht Club was held in the Club House last evening. Dr. Francis Clark, the Commodore, presiding over a good attendance of members.

Dr. Clark, in presenting the report and balance sheet for the year, said, "Gentlemen:—I am glad to say that your Committee are able to report another most successful year. You will see from the balance sheet, a copy of which has been sent to every member, that the Club is in a sound financial position. We have spent over \$1,500 on additions and repairs, including the building of a sea-wall to protect the eastern boundary of our lot; the Club house has been repainted throughout; thirty debentures have been redeemed; and we show a balance profit of \$1,268 on the year's working. Last year the balance sheet showed a profit of \$1,280, but this included a sum of \$180, which has proved to be non-recoverable—mostly subscriptions of members who had really left the Club but had neglected to send in their formal resignations; we have accordingly written off this amount. The Club ended the financial year with a cash balance of \$687 and outstanding debts to the amount of \$625, all of which are good, thus making a total of \$1,312. The reason for the large amount represented by outstanding debts is that our balance sheet has to be made up to the end of August, and therefore the debts for that month and some few for the previous month are necessarily outstanding. The treasurer assures me however that they are all good and that almost all of them have been already paid. Our other assets you see around you, and their total value has been put at practically \$10,000, while our liabilities are represented by \$3,520 in debentures and by certain outstanding trade and other creditors to whom is due the sum of \$712. Our membership totals practically 200; the actual figure at this moment is 193; while 38 now members have joined us during the past year. The wisdom of our policy in keeping the Club subscription down to \$10 a year has thus been amply justified, and there is now no immediate likelihood of any proposal to increase it. I am sorry to say that the rowing section of the Club has not flourished of late, in spite of the excellent racing boats which the Club provided some few years ago. The "cold eye" cast upon our oarsmen by the yachting members, has evidently affected their sensitive feelings, with the result that our boats have spent most of their time in the boat-house musing over past glories instead of a vain cleaving the waters of the harbour in advance of all rivals. Even the boldness of the General Committee in selling one of their smaller boats has not served to rouse the wrath of the Irish member who is Chairman of the Rowing section. Yachting, however, has been pursued with considerable vigour and the races during last season were well contested; the principal prize winners were Messrs. Blair, Cox, Dove and Hall, Col. Lean, Major Lyndon, Capt. Milroy, and Messrs. Melver, Rodger, Roseman and Sheddin.

The report and accounts as presented were adopted and passed.

The election of officers resulted as follows:—Commodore, Dr. F. Clark; Vice-Commodore, Mr. G. G. Wood; hon. treasurer, Mr. R. Phillips; hon. secretary, Mr. A. P. Spittles; assistant hon. secretary, Mr. J. Spittles; official measurer, Mr. C. D. J. Bell; deputy measurers, Messrs. H. Coombs and W. Lambert; committee, Messrs. J. Craik, M. Melvor, D. K. Blair, J. Baidie and E. F. Gibson.

Several minor alterations were made in the rules regarding the measurement of yachts in order to comply with the conditions required by the Y.R.A., and it was decided that in future alterations of equipment on yachts should be reported to the committee for handicapping purposes.

A question as to the continuation of Sunday racing, raised by Mr. Cox, was left to the committee to consider.

## WAR DECLARED.

## THE BALKAN CONFLAGRATION.

## BIG BATTLE IN PROGRESS.

[THROUGH REUTER'S AGENCY.]

Reuter's correspondent at Cetinje telegraphed on Monday that Montenegro had declared war. This dispatch produced a profound sensation in London, as up to that time neither the Foreign Office nor any Embassy had received the news.

Montenegro forestalled the action of the Powers by a few hours. Evidently the declaration had been precipitated by fighting on the Montenegrin borders. A later message from Cetinje stated that Montenegro had ordered its representative to quit Constantinople and had handed passports to the Turkish representative at Cetinje. There was heavy fighting all day on Monday, in which nine battalions of Turks were engaged against the Malissoria at Tuzi on the Montenegrin frontier, and this fighting continued all day on Tuesday. It appears from a Cetinje despatch that the Montenegrin Charge d'Affaires at Constantinople did not inform the Porte until Tuesday that Montenegro had declared war against Turkey.

The British Foreign Office received confirmation of the outbreak of hostilities on Tuesday afternoon.

In the House of Lords, Lord Crew, replying to Lord Lansdowne, reiterated the statement made in the House of Commons by Sir Edward Grey, and added that he was sorry to say he had received news of the fighting on the frontier as a sequel to Montenegro's declaration of war.

A telegram from Belgrade states that the Skupstina has voted an extra credit of £2,000,000.

The Russian Red Cross Society is sending 300 beds, seven doctors and 45 nurses to the scene of war.

Servian merchants are largely contributing to the war funds, and the community is providing for the families of soldiers.

Before the outbreak of hostilities the Government at Constantinople, anxious to allay misinterpretations of the projected reforms, announced that there was no question of autonomy for Macedonia or appointment of a Christian Governor General. Meanwhile an active war propaganda was being carried on by the Union and Progress party, which aroused apprehension and it was feared that any moderate action by the Government would be regarded as weakness, thus multiplying the chances of war.

Up to 6 o'clock on Tuesday evening the Bulgarian, Servian and Greek Ministers at Constantinople had not received instructions, but no doubt was entertained that these Governments would follow the lead of Montenegro.

The Austrian and Russian Ministers on Tuesday delivered to the Bulgarian and the other Governments of the Balkan States the representations of the Powers in favour of peace.

The Austro-Hungarian Government has resolved to ask the Delegation for a supplementary credit of \$11,000,000 for the purchase of howitzers, mountain guns, aeroplanes, and war material.

A later telegram from Cetinje reports that the King started for the Army Headquarters at Podgoritz amid the booming of guns and the pealing of bells. The Queen and Princesses, as well as the Ministers of the Confederation, took farewell of His Majesty, and the ovation given by the crowd was marked by frantic enthusiasm. Prior to his departure, the King received the Austrian and Russian Ministers, who made a last vigorous effort to secure the maintenance of peace.

Whether Montenegro acted on her own initiative or with the knowledge of her allies, her dramatic declaration of war is regarded in the European capitals as removing the last hope of a pacific settlement. Moreover, the public in Constantinople is so greatly in favour of war that no Government could hope to stand against the feeling.

It appears that the Turkish representative at Cetinje was handed his passports ninety minutes before the Austrian and Russian representations were made to the Government.

A message from Belgrade states that the Premier received the Russian and Austrian Ministers in the most friendly manner, but did not reply to the representations.

The Servian mobilisation is nearing the end. Four hundred thousand have enlisted, besides many volunteers.

Thousands of Greeks are leaving Constantinople.

Turkish papers report that the Minister for War, in bidding farewell to the Turkish officers going to the front, said, "Do not forget that full dress uniforms will be useful for parade at Sofia."

Reuter's correspondent at Sofia telegraphs that the Cabinet is deliberating upon its reply to the representations of the Austrian and Russian Ministers. The official newspaper *Orgat Mir* says that the intervention of diplomacy is too late. The Confederacy does not desire help and wishes to be freed from tutelage so as to manage the affairs of the Balkans itself.

A Reuter's message from Constantinople states that the representatives of the Powers have protested against the detention of Greek steamers, reserving the right to claim an indemnity for the cargoes.

## THE FIGHTING.

It is reported from Constantinople that the Montenegrins on Tuesday attacked and subsequently completely surrounded Berana, where a big battle is proceeding.

It is rumoured that there was an exchange of shots on Tuesday at Jabalaba on the Turco-Bulgarian frontier, and also skirmishes between the Turks and Servian and Greek bands on the respective frontiers of the latter states.



## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## BRITISH-IMPERIAL WIRELESS SYSTEM.

LONDON, October 9th.  
The Right Honourable Herbert Samuel, Postmaster-General, will move in the House of Commons on Friday for the appointment of a Select Committee to investigate the circumstances of the conclusion of the Marconi Agreement for the provision of a chain of wireless telegraph stations and the desirability of ratifying the same.

## OBITUARY.

LONDON, October 9th.  
The death is announced of Mr. Bostock, the well-known showman. Death followed an attack of influenza.

## HONGKONG CRICKET CLUB.

THE SUBSCRIPTION QUESTION.

An extraordinary general meeting of members of the Hongkong Cricket Club was held in the pavilion last evening, Mr. Frank Maitland presiding.

The Chairman explained that the object of the meeting was to make certain amendments in the rules of the Club with regard to the subscriptions payable by members. He stated that it was proposed to increase the subscription to enable them to redeem the debentures upon the pavilion. They were under contract to pay off \$1,500 a year, but for the past two or three years they had paid nothing, and the Club had actually lost money. If the proposed alterations were agreed to, non-playing members, including croquet players, would pay a subscription of \$10 and no entrance fee; while civilian playing members would pay an entrance fee of \$20 and \$3 per month for eight months from September 1st each year; Present Royal Navy members and Army members would pay \$15 entrance fee, and \$3 per month for eight months from September 1st; or, at their option, without entrance fee, \$6 per month, with the proviso that should a member desire, after joining, to pay an entrance fee, he might do so and be granted a rebate of \$3 per month for any months for which he might have paid \$6. Non-resident Royal Navy members and Army members would pay \$8 per month, but not more than \$24 in any one playing season. He proposed the adoption of the alteration suggested.

Mr. H. A. Nisbet seconded.  
Mr. J. W. Lee Jones moved as an amendment that the subscriptions remain as at present. He was the oldest playing member of the Club, and it seemed to him something to be marvelled at if a Club with an annual income of about \$3,000 could not pay its way. He thought it was up to the committee to go into the question of ways and means. By continually increasing the subscriptions they might keep out some young members, and they had to remember that the Club was not now the only one in the Colony.

Mr. A. O. Bawn seconded the amendment, which on being put to the meeting was declared lost.

An amendment that croquet players be considered playing members was lost; as was a second that tennis players who did not play cricket should pay \$2 instead of \$3 per month.

The original motion was then put to the meeting and carried.

The Chairman said he hoped cricketers were practising hard for the forthcoming interport contest, and that a good team would take the field to uphold the honour of the Colony. He hoped other local clubs would send men to practise, so that some of their representatives might get a place in the interport team.

## THE BANK OF BURMA FAILURE.

THE DIRECTORS TO BE PROSECUTED.

Mr. Justice Robinson at Rangoon has ordered the prosecution of the directors of the Bank of Burma, on charges, *inter alia*, of payment of dividend out of capital and over-valuation of the assets.

## THREE V.C. HEROES IN ONE FAMILY.

General Sir Charles Gough, V.C., G.C.B., whose death is announced at his residence, Innishlagh, Clonmel, was in his eighty-first year, and was one of a family of Victoria Cross heroes. He won the distinction himself in the Indian Mutiny, being recommended for it for four separate deeds of gallantry, in one of which he saved his brother, and in another rescued Brevet-Major St. George Anson. His brother, the late Sir Hugh Gough, won it as a member of Hodgson's Horse, in a gallant charge which he led against the rebels at Lucknow. His son, Colonel John Gough, won it nine years ago in Somaliland, under curious circumstances. He was in command of a column, and assisted two of his officers to bring back a mortally wounded comrade. The three officers were awarded the V.C., but he made no mention of his own conduct, which was only afterwards brought to notice. He was then awarded the Cross.

## THE MURDER OF A SEPOY.

At the Magistracy yesterday Safaraz Khan, a private in the 128th Regiment of Baluchis, was charged before Mr. C. D. Melbourne with the murder of Maya Dad Khan, a sepoy in the same regiment, on the 28th September.

Prisoner pleaded guilty.  
Mr. P. M. Hodgson, Assistant Crown Solicitor, who conducted the prosecution, informed his Worship that part of the regiment was quartered in camp at Sha Kong Mui in the New Territory on September 28th. About 10.40 p.m. on that date the deceased, who was then lying on his charpoy, was shot by the defendant. The first witness would tell the Court that he was awakened by the shot which caused Maya Dad Khan's death and saw the defendant standing with his rifle in his hand and with the bayonet fixed. Defendant ran away and witness went after him. He caught him up and made a dash at his feet. At the same time the defendant tried to shoot him. At all events a shot was fired, the bullet passing by the head of Subadar Zarin Khan. The Subadar, after falling, grazed his head against the bayonet of defendant's rifle. The second witness, Jemadar Mahomed Aslam Khan, would corroborate the evidence of the first witness. He seized the defendant by the head and held him, and another man assisted him to arrest the sepoy, who was then deprived of his rifle. As he was being secured, defendant remarked to the first witness, "You are very lucky. I fired two shots at you and you have escaped. Go and look at Maya Dad, whom I have killed." Defendant, before he was secured, fired three shots in all. Whom the third shot was meant for he (Mr. Hodgson) did not know. As to the words spoken by the defendant, corroborative evidence would be given by other witnesses. Defendant had, he believed, pleaded guilty in that Court, but he would have to put the evidence before his Worship.

His Worship—I must take the plea. He pleads guilty.

Mr. Hodgson said he would submit the evidence, and his Worship would have no option but to commit defendant to the Criminal Sessions, where he would of course be defended.

Evidence was then called.  
After the examination of the first witness defendant was asked if he had any questions to put, and he replied—"I did not fire at him."

His Worship, after hearing further evidence, again remanded the prisoner.

## THE FUTURE OF NIGERIA.

DEPARTURE OF SIR FREDERICK LUGARD.

The *Times*, of the 18th ult., says:—  
To-day, Sir Frederick Lugard leaves this country for West Africa bearing two commissions, those of Governor of Northern and Governor of Southern Nigeria. It is understood that he will devote the next six months to an examination of the situation in the Protectorates, with special reference to financial requirements. In the course of his tour Sir Frederick may find means of elaborating a scheme for the amalgamation under one Government of the two Nigerias. The consolidation of the Nigerias into what will be the greatest African dependency of the Crown, with, as it may be hoped, Sir Frederick Lugard as Governor-General, would represent our most considerable administrative work in the tropics, India excepted.

A noteworthy change has characterized of recent years the attitude of the Colonial Office towards West Africa. This change first made itself apparent during Mr. Chamberlain's tenure of office. It was due to the promptness and resourcefulness displayed by Mr. Chamberlain, Sir Frederick Lugard, and Sir George Goldie that a hundred years of British enterprise in Nigeria were not irretrievably compromised. The settlement of the difficulties with France gave an impetus to the policy of railway construction initiated by Mr. Chamberlain, to which Mr. Churchill materially contributed by sanctioning the proposals of Sir Percy Girouard. Thus events paved the way for a fuller realization of Imperial responsibilities in the administration of West Africa. At the request of Sir Percy Girouard, Lord Crewe appointed a Committee to examine the question of Northern Nigerian land tenure with a view to legislation. The initiative thus taken has been followed by Mr. Harcourt, who has nominated a Committee which has been entrusted with the task of covering the whole field of West African land tenure. This problem beyond all others must govern the nature of our relations with the 20 million West Africans under British protection.

## THE LATE SIR HORMUSJEE MODY'S WILL.

Sir Hormusjee Nowrojee Mody, of Victoria, Hongkong, merchant, of the firm of Messrs. Charter & Mody, the donor of the buildings of the Hongkong University, who died on June 16, 1911, left personal estate valued at \$7,840. The bulk of his property in Hongkong is a value of \$1,699,365. He stated for probate at \$1,699,365. He directed his trustees to carry out his obligation entered into by him during his lifetime for the erection of a university building and a seamen's home at Hongkong.—*The Times*.

## SHIPPING NOTES.

A fire took place on board the N.Y.K. *Totomimaru*, 3,412 tons, at Kobe, last week; a large part of the cargo of which was burned.

On receipt of the news in London of the total loss of the *Daere Castle*, the *Times* said:—"So far the market appears to be mainly interested through reinsurance from Japanese offices, though it is now definitely known that there are direct interests on copper, which soon run into large sums. It is hoped, however, that there may be some satisfactory salvage of the metal."

The special telegram published recently in the *Daily Press* respecting the foundering of the Japanese Volunteer turbine steamer *Umegaki-maru* mentioned that she was insured for one million yen, at Lloyds. It now transpires that 25,000 yen was held by the Nippon Kaijo and the remainder by Lloyds. The *Nanyatsu-maru*, which sank off Formosa, was insured for 120,000 yen with the Nippon Kaijo; and the *Koon-maru*, which ran ashore off the Pescadores and can be salvaged, for 130,000 yen; also by the Nippon Kaijo.

The *Umegaki-maru* was owned by the Imperial Marine Association and was chartered by the Railway Board. It has not yet been settled whether either of these parties or the underwriters shall undertake the salvage. The contract between the owners and the charterers contains a clause to the effect that the loss of the steamer shall fall on the former unless due to gross error or negligence on the part of the Railway Board or the crew. As soon as the origin of the accident has been determined the Railway Board's liability will be decided, and after that the liability of the underwriters.

A deputy from the Board of Finance was expected to arrive in Shanghai last Saturday in connection with the proposed Government subsidy for the China Merchants S. N. Co. It may be remembered that several weeks ago the announcement was first made of a prospective subsidy; and the arrival of a representative of the Government, to investigate on what lines it should be given, has been anxiously awaited. Recently it transpired that the Board of Finance was to appoint two deputies, the first of whom was expected on Saturday. The *N. C. Daily News* quotes "with due caution" a report that the Government proposals will be extremely advantageous to shareholders, and it is said that the subsidy is to take the form of a contribution sufficient to bring the annual dividend up to ten per cent. should the profits not be large enough. At present there is no mention of any bounty being given directly for the extension of the company's business.

The P. & O. Company have placed orders for four new steamers, two with Messrs. Cammell, Laird & Company, and two with Messrs. Caird & Company, each of 9,000 tons register. These ships are designed chiefly for the Indian trade, and while they will possess a large amount of cargo space, they will have accommodation for about 150 passengers in the first and second saloons.

Steamers finished, laid down, or projected by the P. & O. Company since the beginning of 1911 include, in addition to these vessels, the *Medina*, *Malaja* (each of nearly 13,000 tons), *Nankin*, *Navarra*, *Nagoya*, *Nellora* (each of nearly 7,000 tons), and *Kaiser-Hind* (11,400 tons), besides five vessels each of 11,100 tons for the branch line to Australia by way of the Cape. It may be assumed that by the spring of 1914 there will have been added to the company's active fleet in the four preceding years 16 vessels representing upwards of 150,000 tons.

The *Times* of the 16th ult. says:—  
Our reports again record exceptional strength in the freight markets owing to the very keen demand to charter boats chiefly for the homeward trades. There is a general scarcity of steamers; and in the principal markets the recent high rates have been exceeded. The figures for cotton from Galveston to Liverpool show a marked advance. Compared with a week ago there is a rise of 4s. in the rates for lumber and grain from New York, while advances of 2s. are being paid for chartering grain from the Black Sea district.

The first steamship to be built in Great Britain having four propellers and a combination of reciprocating and turbine machinery is now in course of construction at the Neptune Shipyard, Walker-on-Tyne, of Swan, Hunter, & Wigham Richardson (Limited). The vessel is to be named the *Reina Victoria-Eugenia*, and is intended for the passenger and cargo service of the Compania

Transatlantica between Barcelona, Cadiz, and Central and South America. Messrs. Swan, Hunter, & Wigham Richardson were among the first to advocate the combination of reciprocating and turbine engines in order to effect savings in fuel consumption in vessels of considerable size and speed, and it is understood that their experiments have inclined them to favour an arrangement of four screws rather than three screws, such as is already fitted in certain vessels. The four-screw arrangement was proposed by them to the Compagnie Generale Transatlantique of Paris, and adopted by that company with successful results in their Atlantic steamer *Rochambeau*. The *Reina Victoria-Eugenia* is 500ft. long, and has a speed of 17½ knots. The boilers, which are single-ended and seven in number, are fitted with forced draught on Howden's system. With this machinery very economical results in coal consumption are anticipated, and it is expected that there will be a minimum of vibration.

## CANADA'S FAR EASTERN TRADE.

In an interview published in the *Canadian Mail*, Sir William Whyte, who was, until a year ago Vice-President of the Canadian Pacific Railway, is reported as saying:—"Before we built boats for the Pacific service there was practically no trade between Canada and the Far East. We believed that such a trade could be developed. We began by chartering three vessels, the *Albatross*, the *Batavia*, and another the name of which has escaped me. These sailed from Port Moody in 1898 laden with cargoes of cedar shingles and with bones of dead Chinamen taken home to be buried. This was the beginning of Canada's trade with the Far East, on the strength of which Vancouver, which had no existence in 1893, has been built up as a Pacific port, and has become one of the great cities of Canada."

Talking of the old days of the C.P.R., Sir William remarked that the shareholders of the Company owed a deep debt of gratitude to the executive. Everything had gone to them in lands, elevators, steamships, town sites. The stocks had been kept high thereby. "The company encouraged *esprit de corps* among its servants," added Sir William. "When I was superintendent, I knew nearly every man serving under me. We have had only one serious labour trouble with our men, and that was in 1907, when a few men at the head of the trades union caused a strike." Here Sir William referred to the coal strike in England, and spoke of the serious blow to national prosperity when leaders delivered by trades unions became were unscrupulous. Governments became paralysed through fear of losing the labour vote, thus trades unions wielded a very great power.

ASIATICS NEEDED.  
This talk of the labour question brought up that of Oriental labour in British Columbia. Sir William was of the opinion that the Provincial Government was mistaken in trying to keep out Asiatics. The cost of white labour was far too expensive there, and it was almost impossible to get domestic servants. Oriental labour therefore became a necessity. For his part he would, as an concession to public opinion, confine Oriental immigration to those who were engaged in agriculture, horticulture, domestic service and laundry work; and on these immigrants there should be no restrictions, because they were absolutely necessary for the development of the Province.

## THE GAMBLING CRUSADE AT SHANGHAI.

HODDS RELEASED.

An echo of the recent gambling crusade in which William Hodds was arrested with Arthur Harper at the Belmont Club in the North Honan Road in August, as a result of which Hodds fined \$3,000 and deported and was heard last week, when Hodds was brought before Mr. Justice H.B.M.'s (M.G.), Assistant Judge H.B.M.'s Supreme Court. William Hodds, 1 sentenced on the 29th August to a fine of \$500 and to be deported for your connection with the gambling charge on which you were convicted. Subsequently it was found by H.B.M.'s Consul General and the Crown Advocate that previously to your having been found guilty and convicted of the offence with which you were charged, you had been a law-abiding citizen for some years. Had this been known at the time of the trial, the Court would not have passed such a severe sentence as it did. On these facts being ascertained the Court thought it its duty to lay the facts before His Majesty's Minister and a telegram was received from him this morning mitigating the sentence to a fine of \$500 and your own recognisance for the sum of \$1,000 for one year. On this being given, you will be released. But you are warned that on a charge of being connected with any gaming house you will be severely dealt with. It is by a special act of grace that the sentence has been mitigated and the Court hopes that now that you have been warned, that you will lead a more careful life in the future and be a useful member of the community. As soon as you sign the bond you will be released. The prisoner said he would remember what His Lordship said. He was then taken by acting chief gaoler Elvins to the office of Mr. W. Strickland, chief clerk, where he signed the necessary bond in the presence of Mr. G. W. King, H.B.M.'s Registrar, and was then released from custody.

## THE NEW RULES FOR SHIPPING.

CRITICISMS BY OWNERS.

Now that shipowners are beginning to study the new Board of Trade rules respecting the safety-of-life at sea, it is becoming clear, says the *Times*, that certain of the proposed changes will be subject to very close criticism. Many of the points involved, such as the description of the type of lifeboats to be used, are distinctly technical, but they are of immense importance to the companies.

At the outset it is as well to remember that many owners are by no means in sympathy with the decision to have lifeboat accommodation for all. Their attitude towards this question is little short of cynical; for while they reason that it may never be possible again to launch all the boats from a sinking ship, they admit the strength of the public demand for "boats for all" and have thought it desirable to accede to it.

At the conferences held at the Board of Trade after the loss of the *Titanic*, shipowners enunciated two principles. The first was that the primary consideration must be the stability and seaworthy qualities of the vessel. In the language of the report of the Advisory Committee, "every provision made against possible disaster is to be subordinated to this primary consideration." The second principle was that in time of disaster the first line of defence should be boats attached to davits, and the second line of defence, collapsible or other boats of approved description.

THE STOWAGE OF BOATS.  
The present decision of Mr. Buxton that collapsible boats are not to count in future very seriously increases the problem of finding room for all the boats necessary on passenger liners, but it seems to have been understood at the conferences that owners should at least have freedom to arrange for the stowage. The new rules provide that the davits to which the lifeboats are to be attached must be placed "amidships." They stipulate that in the case of a screw steamer having more than one propeller, no davits shall be fitted on the quarters; but in the case of a single screw steamer the Board of Trade may exercise a discretion as to allowing davits to be fixed there. In many of the best liners of to-day boats are stowed ready for launching at the stern, and it is feared that there may be grave difficulty in finding room for all boats amidships. No doubt the Board of Trade, in framing the rule, anticipated the danger of launching boats on to the screws of the vessel, a possibility to which some authorities attach little importance.

Then the new rules provide that if the lifeboats attached to davits are not sufficient to accommodate all the persons for whom the lifeboats have to be provided, "the remaining lifeboats shall be stowed, so far as practicable, immediately alongside or beneath the lifeboats attached to the davits." If this is not practicable the remaining lifeboats are to be stowed abreast of the davits. This appears to rule out the present arrangement whereby a number of boats are stowed across the deck, a plan which is considered to have the great advantage of enabling the boats to be launched from either side of the vessel. It is anticipated that such points as these, which are likely to give rise to difficulty, will be laid before the Board of Trade, and will form the subject of further discussion.

## SOLID OIL.

FUEL FOR STEAMERS.

Mr. J. Tarbotton Armstrong, at the oil conference at Olympia, London, last month read a paper on the "advantages of solid oil-fuel over liquid oil-fuel," which is especially interesting in view of the recent appointment of a Royal Commission to inquire into the question of using oil-fuel in the Navy.

Mr. Armstrong summed up the advantages of solid oil-fuel as follows:—  
It is equal to or not more valuable than liquid fuel oil as a heat producer.

It occupies very little more space than liquid oil, and is much cheaper to carry than coal.

It can be stored anywhere, and is not affected by moisture.

No necessity for tank steamers of special construction, or tanks, pipe lines, or railway tanks. It can be handled practically in the same manner as coal.

Not nearly so detrimental to the boilers as liquid oil.

Any installation as now constructed, with very minor alterations, can be used for the burning of solid-oil fuel.

It produces no slag, and only a negligible quantity of ash.

It does not run when lighted, and retains its form like coal.

Is consumed without any explosion, produces no sparks, and has a long, bright flame.

Last year the greatest quantity of liquid old fuel imported into Great Britain came from the United States, Russia being second, and Roumania third, and not one of these countries is a British possession. Mr. Armstrong urged the Government to look to the solid oil fuel made from the shale in the Transvaal, New Zealand, Trinidad, and Australia, and perhaps Canada and Newfoundland, where there was practically an unlimited supply.

"An enormous change is impending," he said; "we are approaching the era of oil power, and we can tell you that the British Government is not behind in what it is doing in the fuel question, and from our own personal knowledge has something up its sleeve, and it may be hoped that Great Britain will be where she should be—in front."

## TELEGRAPH RATES TO THE EAST.

The managing director of the Eastern Telegraph Company announced last month that on October 1st the rates between Great Britain and India and Burma will be reduced from 9d. to 4d., between Great Britain and Ceylon from 9d. to 4d., and between Great Britain and British North Borneo from 1s. 8d. to 6d. a word.

## INTIMATIONS

## 3 CHILDREN HAD ECZEMA ON FACES

Began in Red Places, Spread Rapidly. Broken and Made Raw Sores. Speedily Cured by Cuticura Soap and Ointment. Have Had No Return.

"My three children had an outbreak of eczema on their faces. It began with the eldest, thirteen years old. After using a sample tin of Cuticura Ointment for him, by gently applying every night and morning and bathing in warm water, I found the scabby sores began to dry up and fall away, and before I had finished the sample he was completely cured. Then I found my other two children, Arthur, twelve years old, and Sybil, nine, had a breaking out on their faces. It began with a red place and then in a few days it broke out in a lot of little watery places about as large as pin heads which burst out into raw sores. A neighbour told me it was eczema that the children had. It began to spread rapidly. I tried several ointments but they only seemed to make it worse. As their cases seemed more obstinate I got a tablet of Cuticura Soap as well as a tin of Cuticura Ointment and at the end of three weeks all their faces were perfectly clear and smooth, and they have had no return of the complaint since."

"Just after that, Sybil fell and broke the skin of her face, falling on some rough, gritty stones. I think she would have had a very bad case but I persevered with Cuticura Soap and Cuticura Ointment which drew all the discharges and dirt out. I have recommended Cuticura Soap and Ointment to several of my friends and shall always keep them by me, for they completely cured my three children of eczema." (Signed) Mrs. R. Edwards, 2, Woodville Cottage, Heywood, Westbury, Wilts., Eng., Aug. 11, 1911.

Cuticura Soap and Ointment are sold throughout the world. A liberal sample of each with 25-p. book sent from nearest depot: Potter Drug & Chem. Co., sole props., Boston, U.S.A.; Newbery & Sons, 27, Charterhouse St., London, E.C. Towns & Co., Sydney, N.S.W.; W. L. Leman, Ltd., Cape Town; Muller, Mecklen & Co., Calcutta and Bombay.

89-12

## Chs. J. Gaupp &amp; Co.,

ALEXANDRA BUILDINGS, CHATTE ROAD.

Always have on hand a very large stock of

## SCIENTIFIC AND SURVEYING INSTRUMENTS

Transits, Levels, Plane Tables, Prismatic and

Sight Compasses, Hand Levels, &amp;c., &amp;c.)

also

## DRAWING INSTRUMENTS AND MATERIAL

(T Squares, Set Squares, Straight Edges, Scales, Ink, &amp;c., &amp;c.)

AGENTS FOR—

W. F. STANLEY &amp; Co., LTD., LONDON.

E. R. WATTS &amp; SON, LTD., LONDON.

45

## OUR STUDY OF THE EYE



and its anatomy and our long experience in correcting defective vision enable us to tell beyond doubt if your eyes will be benefited by wearing glasses.

Our method of testing is scientific and accurate. If you do not need glasses we will tell you so. If you do need glasses we can supply and fit them at extremely moderate prices.

## MAKE CERTAIN.

WE WILL TELL YOU.

CLARK & Co. SCIENTIFIC OPTICIANS. 1088, BLOCS, CHATEAU RD. HONGKONG.

75



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.  
Telegraphic Address: PRESS.  
Codes: A.B.C. 5th Ed., Lieber's.

## NEW ADVERTISEMENTS

## BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 14th instant. Hongkong, 10th October, 1912. [1192]

## KOWLOON-CANTON RAILWAY

(BRITISH SECTION).

## SATURDAY TIPPIN TRAIN.

THE Accommodation on this Train being strictly limited the Public are again requested to Assist the Management by Booking their Seats in advance, which may be done either by Telephone or by letter. No seats will be reserved after 10 o'clock A.M. on SATURDAY Mornings.

MONDAY, 14th October, being a General Holiday, Trains will run as on Sundays.

By Order,  
H. P. WINSLOW,  
Manager.

Telephone No. K. 43.  
Kowloon, 9th October, 1912. [1193]

## WANTED.

AN ENGLISH MISTRESS for the DIOCESAN BOYS' SCHOOL.

Apply to—  
THE HEADMASTER.  
Hongkong, 10th October, 1912. [1194]

## IN THE SUPREME COURT OF HONGKONG.

## PROBATE JURISDICTION.

IN THE GOODS OF ADELA EARNSHAW late of Manila in the Philippine Islands United States of America, deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 53 of the Probates Ordinance, 1897, made an Order limiting the time for sending in the Claims against the above Estate to the 22nd day of October, 1912. All Creditors are accordingly hereby required to send in their Claims to the Underigned on or before that date.

Dated this 4th day of October, 1912.  
JOHNSON, STOKES & MASTER,  
Principals, Victoria House Street,  
Victoria, Hongkong,  
Solicitors for the Administrator  
of the above-named deceased.

## PRELIMINARY NOTICE.

WE are favoured with instructions to Sell by PUBLIC AUCTION, On or about the 25th inst., THE WELL-KNOWN PROPERTY, BROCKETT'S HOTEL, Standing in its own Compound. The Hotel is very commodious and has been repaired lately.

Also  
The whole of the FURNITURE contained in the Hotel.  
Further Particulars and Catalogues will be circulated later.

H. S. BRAND & Co.,  
Auctioneers.  
Fochow, 5th October, 1912. [1195]

## NOTICE TO CONSIGNEES.

FROM KOBE AND MOJI.

## THE Steamship

"THONGWA,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at consignees' risk and expense into the hazardous and extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 9th October, 1912. [1892]

## STOLEN.

BRINDLE BOSTON HULL TERRIER Dog. Face Half White, Half Brindle. Reward \$50.

Apply to—  
G. K. H. BRUTTON,  
York Building,  
Hongkong, 7th October, 1912. [1183]

## THANKS!

IF you require a GOOD MEAL just drop into the ALEXANDRA CAFE. You can sit down without charge (i.e. Table Money). We have the most complete arrangements for Ladies and Best Attendance on all.

There is only ONE BREAD, and that is made by the ALEXANDRA CAFE.

Hongkong, 16th September, 1912. [1089]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River etc. Small quantities handled and specially low rates quoted for large quantities.

## PUBLIC COMPANIES

## GULA KALUMPONG RUBBER ESTATES, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 7th to 15th October, 1912, both days inclusive. By Order of the Directors,  
LOWE, BINGHAM & MATTHEWS,  
Colonial Register.  
Hongkong, 7th October, 1912. [1168]

## CANTON INSURANCE OFFICE, LTD.

## NOTICE TO SHAREHOLDERS.

THE THIRTY-FIRST ORDINARY MEETING of SHAREHOLDERS will be held at the Offices of the Underigned on WEDNESDAY, the 23rd October, 1912, at Noon.  
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, 1912, both days inclusive.  
JARDINE, MATHESON & Co., Ltd.,  
General Agents.  
Hongkong, 1st October, 1912. [1162]

## INTIMATIONS

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., will be held at the Registered Office of the Company, Hotel Mansions, Victoria, Hongkong, on the Fifteenth day of October, 1912, at 12 o'clock Noon, when the proposed Resolution will be proposed, viz.:

That the regulations contained in the printed document submitted to the Meeting, and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby approved, and that such regulations be and they are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the Resolution be passed by the required Majority, it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

A copy of the New Regulations may be seen at the Registered Office of the Company.

By Order of the Board of Directors,  
W. E. CLARKE,  
Secretary.

Dated the 18th day of September, 1912. [1096]

## GOVERNMENT NOTIFICATION No. 8332.

IT IS HEREBY NOTIFIED that SEALED TENDERS, which should be clearly marked "TENDERS FOR MEDICAL DEPARTMENT CONTRACT" will be received at the Colonial Secretary's Office until Noon of THURSDAY, the 31st October, 1912, for the Supply of Aerated Waters; Bedding and Clothing; Beers, Spirits, Wines, etc.; Spirit of Wine; Chemicals Drugs, Surgical Instruments and Sundries; Furniture, etc.; Milk, etc.; Provisions; Sundries; and Washing (Schedules Nos. 1 to 10) required locally by this Department, for the period of one year from the 1st of January next.

For form of Tender apply at the Colonial Secretary's Office. All other information may be obtained from the Principal Civil Medical Officer at the Civil Hospital.

J. BELL,  
Principal Civil Medical Officer.  
Medical Department,  
Hongkong, 4th October, 1912. [1182]

## KOMOR AND KOMOR.

## ART AND CURIO EXPERTS.

## BEG TO ANNOUNCE THAT THEIR

## ART EXHIBITION

IS NOW OPEN IN

## ALEXANDRA BUILDINGS,

OPPOSITE

Messrs. WM. POWELL, LTD.

An Inspection is Cordially Invited.

## EXPERT PACKERS: Goods Packed,

Insured and Forwarded to all Parts of the World.

Hongkong, 8th October, 1912. [1189]

## JUST UNPACKED!

## "CLYTIE"

## LATEST SHAPES.

IMPROVED SANITARY HAIR GOODS.

Frisettes, Waved Mohair and Crepe.

Hair Rolls, Hair Frames, New Turban, Round Sun Frame, Watch Spring Frames.

Light Brown, Mid Brown, Dark Brown and Black, and Bandeau and Elegant Effective Hair Ornament.

## HOOSAIN-ALI &amp; Co.,

No. 14, Queen's Road Central,  
Corner of Zetland Street, Hongkong.

Hongkong, 13th September, 1912. [50]

## INTIMATIONS

## LANE, CRAWFORD &amp; Co.

(TELEPHONE 97.)

## SPORTS SEASON 1912-13 SPORTS

## FOOTBALLS

FROM \$3.75 TO \$10.00 each.

THE GENUINE "MCGREGOR" \$10.00 EACH.

AS USED IN INTERNATIONAL MATCHES

FROM \$6.00 each. CRICKET BATS FROM \$6.00 each.

STUART SUBRIDGE, SPALDING AND GRADDIGE.

\$1.00 to \$4.50 CRICKET BALLS \$1.00 to \$4.50

LEG-GUARDS, GAUNTLETS, BATTING GLOVES.

From \$3.00 HOCKEY STICKS From \$3.00

SLAZINGER, JAKES AND BUSSEY.

HOCKEY BALLS, SHIN-GUARDS, RUBBER RINGS.

KNEE CAP BANDAGES WITH FELT PADS.

A LARGE SELECTION OF

TENNIS RACKETS, BALLS, ETC.

From \$3.75 GOLF CLUBS From \$3.75

BALLS, CADDY BAGS AND ACCESSORIES.

SPECIAL RATES TO CLUBS.

LANE, CRAWFORD & Co.

151

## WANTED

## WANTED.

EXPERIENCED ACCOUNTANT and OFFICE ASSISTANT (Englishman) open for immediate engagement. First Class references.

"J."  
Care of "Daily Press" Office.  
Hongkong, 4th October, 1912. [1176]

## WANTED.

LADY ASSISTANT Wanted by the ROBINSON PIANO Co., Ltd. Progressive Salary. Some Musical Knowledge desirable. Apply to—  
ROBINSON PIANO Co., Ltd.  
Hongkong, 20th September, 1912. [1106]

## WANTED.

BY MARRIED COUPLE (English), to SHARE FURNISHED HOUSE at THE PEAK or on the Higher Levels. References furnished if necessary. Apply to—  
"CONFIDENTIAL."  
Care of "Daily Press" Office.  
Hongkong, 10th September 1912. 1057

## SITUATION WANTED.

BRITISHER, 32, with 8 years' experience in North China, speaks Mandarin, desires position as JUNIOR OFFICE ASSISTANT, TIMEKEEPER, OVERSEER, or any like position; Good Penman and Temperate. References. Moderate Salary. Apply—  
"C.H."  
Care of "Daily Press" Office.  
Hongkong, 4th October, 1912. [1177]

## FOR SALE

## STOCKTAKING SALE

(FOR ONE MONTH ONLY).

## SILK FANCY GOODS

of all kinds

At EXTREMELY LOW PRICES.

BARGAINS! BARGAINS! BARGAINS!!!

D. CHELLARAM,

56, Queen's Road.

Hongkong, 7th October, 1912. [1183]

## CHEESE!

## EXTRA CHOICE

## CANADIAN STILTON

60 CENTS PER LB.

## THE

## DAIRY FARM CO., LTD.

[30]

## BANKS

## THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000

RESERVE FUND ... £1,650,000

RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.

Hongkong, 12th April, 1912. [133]

## NEDELANDSCH-INDISCHE HANDELSBANK.

(NEDERLANDS INDIA COMMERCE BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000)

Paid up Capital Fl. 14,905,350 (£1,242,112)

Reserve Fund Fl. 5,022,161,27 (£418,513)

HEAD OFFICE: AMSTERDAM.

HEAD. AGENT: BATAVIA.

LONDON BANKERS

THE WILLIAMS DEACONS BANK, SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—

12 months 4 1/2 per annum.

6 do. 3 1/2 do.

3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager, No. 8, Des Voeux Road Central.

Hongkong, 7th August, 1912. [22]

## THE YOKOHAMA SPECIE BANK LIMITED.

AUTHORIZED CAPITAL.....Yen 40,000,000

PAID-UP CAPITAL.....Yen 30,000,000

RESERVE FUND.....Yen 17,850,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Amoy, Canton, Hankow, Harbin, Kobe, London, Lyons, Manilla, Peking, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS

Deposits received for fixed periods at rates to be obtained on application.

TAKESHI TAKAMICHI, Manager.

Hongkong, 3rd October, 1912. [445]

## HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000

RESERVE FUND ... \$15,000,000

STRENGTH ... \$15,000,000

SILVER ... \$17,000,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

CHIEF OF DIRECTORS,

E. SUTCLIFFE, Esq., Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.

S. H. DODWELL, Esq.,

Andrew Forbes, Esq.,

G. FRIEDLAND, Esq.,

C. S. GIBNEY, Esq.,

G. R. LAURENS, Esq.,

F. LIEB, Esq.,

W. L. FETTERMAN, Esq.,

Hon. Mr. C. H. ROSS,

H. A. SLEIGH, Esq.,

CHIEF MANAGER:

Hongkong—N. J. STARR.

ACTING MANAGER:

Shanghai—A. G. STEPHEN.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS.

For 3 months, 2 1/2 per cent. per annum.

For 6 months, 3 1/2 per cent. per annum.

For 12 months, 4 per cent. per annum.

N. J. STARR, Chief Manager.

Hongkong, 22nd August, 1912. [19]

## THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ... \$1,500,000

SUBSCRIBED ... 1,125,000

PAID UP ... 562,000

RESERVE FUND ... 365,000

HEAD OFFICE:

40, Threadneedle Street, LONDON, E.C.

BRANCHES:

Bombay, Calcutta, Hongkong, Madras, Rangoon, Singapore, Suez, Tientsin, Yokohama.

AGENTS IN JAPAN:

Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:

BANK OF ENGLAND.

LONDON JOINT STOCK BANK, LTD.

Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Customers. Letters of Credit granted on Agents and Correspondents all over the world.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

F. C. MACDONALD, Manager.

Hongkong, 7th September, 1912. [909]

## ENTERTAINMENT

## THEATRE ROYAL.

TWO NIGHTS ONLY.

FRIDAY AND SATURDAY.

18TH AND 19TH OCTOBER, 1912.

## THE MUSICAL PLAY,

## "THE COOK,"

AN IDYLL OF THE PEAK,

BY

Lieut. E. M. CROSSE,

To be PRECEDED BY A

GRAND VARIETY

## ENTERTAINMENT.

Doors Open at 8.45. Commence at 9.15 p.m.

Reserved Seats, \$3; Unreserved \$2 and \$1.

Soldiers and Sailors in Uniform, 50 cents.







## WEATHER REPORT.

On the 9th at 12.00 noon—Pressure has increased moderately over S. Manchuria and N.E. China. It has decreased moderately along the S.E. coast of China and over S. Japan, the Loochoos, Formosa and N. Luzon.

Pressure is highest from N.E. China to the Sea of Japan. A typhoon has formed to the E. of N. Luzon and appears to be travelling N.W.

The monsoon will freshen again along the E. coast of China, and over the N.E. portion of the China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

District Forecast.  
Hongkong & Neighbourhood  
Formosa Channel ... N.E. gale.  
South coast of China between the same as Hongkong and Loochoos. No. 1.  
South coast of China between North winds, Hongkong and Hainan ... moderate.  
N.E. winds, moderate to fresh; fine.

## CHINA COAST METEOROLOGICAL REGISTER.

9th OCTOBER, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
Vietnam	7a.	30.15	39	77	NE	1	b
Namur	6a.	30.02	—	—	SW	1	—
Hakodate	"	30.09	—	—	WSW	0	—
Tokyo	"	30.16	—	—	WSW	0	—
Kobe	"	30.09	—	—	—	—	—
Nagasaki	"	30.15	—	—	—	—	—
Kagoshima	"	30.08	—	—	ENE	1	—
Oshima	"	30.04	—	—	—	—	—
Naha	"	30.07	—	—	ENE	6	—
Ishijima	"	29.95	—	—	NE	4	—
Bonin Is.	"	—	—	—	—	—	—
Chefoo	"	—	—	—	—	—	—
Weihaiwei	"	30.20	46	—	WSW	3	b
Hankow	"	—	—	—	—	—	—
Kiukiang	"	30.23	49	52	W	1	b
Shanghai	"	30.16	59	—	NNW	5	cm
Putung	"	30.05	71	80	SW	3	—
Sharp Peak	"	30.05	72	83	ENE	1	b
Amoy	"	29.97	71	—	—	—	—
Swatow	"	29.97	71	—	—	—	—
Taihook	"	30.10	—	—	—	—	—
Taipei	"	29.92	—	—	—	—	—
Tainan	"	29.90	—	—	NE	6	—
Kobeun	"	29.94	—	—	NE	6	—
Pescadore	"	29.93	—	—	NE	8	—
Canton	"	30.10	72	82	N	3	b
Hongkong	"	30.00	73	83	N	2	e
Vict. Peak	"	29.97	—	—	—	—	—
Gap Peak	"	29.99	—	—	ENE	3	e
Macao	"	29.99	72	—	—	—	—
Wuchow	"	30.19	69	—	—	—	—
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Paulsen	"	30.08	72	—	NNE	2	e
Tourane	"	29.97	75	—	—	—	—
O. St. James	"	29.95	75	—	—	—	—
Apur	"	29.93	—	—	N	3	e
Manila	"	29.93	—	—	—	—	—
Legaspi	"	29.85	—	—	—	—	—
Boac	"	29.87	—	—	SW	1	or
Iloilo	"	29.87	79	—	SW	1	or
Cebu	"	29.86	82	—	W	3	b
Labuan	"	29.6	86	—	—	—	—

T. F. CLAXTON, Director.  
Hongkong Observatory, October 8th, 1912.  
1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2 Thermometers, in the shade, in degrees Fahrenheit.  
3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4 Direction of Wind, to two points.  
5 Force of Wind, according to Beaufort Scale.  
6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, i lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w west, x east.  
7 Rain in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, October 9th.

Barometer	30.01	30.00	29.97
Temperature	80	73	82
Humidity	59	83	45
Wind Direction	East	North	NNE
Force	1	2	2
Weather	o	c	b
Rain	—	—	0.00

Highest open air Temperature on 8th ... 83  
Lowest open air Temperature on 8th ... 73

## HONGKONG TIDE TABLE.

From 10th to 16th October, 1912.

Day of Week	Day of Month	H'kong. Mean Time	Height	H'kong. Mean Time	Height
Thurs.	10	h. 9 m. 6 s.	ft. 7.3	h. 2 m. 23 s.	ft. 2.6
Fri.	11	h. 9 m. 57 s.	ft. 6.9	h. 3 m. 15 s.	ft. 2.3
Satur.	12	h. 9 m. 51 s.	ft. 6.4	h. 4 m. 1 s.	ft. 2.7
Sun.	13	h. 9 m. 44 s.	ft. 5.8	h. 4 m. 38 s.	ft. 3.2
Mon.	14	h. 9 m. 34 s.	ft. 5.2	h. 5 m. 37 s.	ft. 3.7
Tues.	15	h. 9 m. 24 s.	ft. 4.6	h. 6 m. 29 s.	ft. 4.0
Wed.	16	h. 9 m. 14 s.	ft. 4.0	h. 7 m. 21 s.	ft. 4.3

## ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JANUARY to JUNE 1912. With INDEX. Price \$7.50.  
On Sale at the "HONGKONG DAILY PRESS" Office.  
Hongkong, 26th August, 1912.

## NATIVE CHINESE DOCTOR.

HIS AMAZING AND FORMIDABLE LIST OF DRUGS.

The materia medica of the native Chinese physician is a wonderful and fearful thing, embracing as it does, almost every variety of vegetable, animal, and mineral substance. It is said that these drugs are a thousand in number, a drug, as someone has said, for each disease to which, from the Chinese standpoint, man is liable.

Broadly classified, the native Chinese medicines may be grouped about as follows:—From metals and stones 138 kinds of physic are extracted; from grasses and vegetables, such as roots, stabs, leaves, flowers, and seeds, 260 kinds; from trees, 130 kinds are found in the roots, bark, trunk, leaves, seeds, and flowers; from the human body 27 kinds; from vegetables, such as cabbages, turnips, 34 kinds; about the same number from birds; from insects, worms, shellfish, reptiles, turtles, and flies, 100 kinds; from fruits, 40 kinds. To these must be added medicines derived from wheat and other grain.

The Chinese materia medica is much indebted to the animal world. Nostrums are made from the teeth and horns of the "dragon," musk from the musk-deer, and the list embraces bear's gall, deer's glue, sheep's milk, hoof of white horse, thigh of gray horse, sheep's lungs, boar's kidneys, and gall, deer's horn pulverised, and the bones, eyes and claws of the tiger. The skull, heart, brains, teeth and blood of the dog are also much esteemed.

From an Occidental standpoint, the most remarkable and curious features of Chinese medical procedure is that the physician is employed by the year, and that his salary ceases the moment any of the family whereto he ministers becomes ill. In other words, the Chinese doctor is paid for keeping them in good health. The native physician of China is a firm believer in the efficacy of giving "like for like." He employs in his practice almost every element known to nature. His medicine is a serious matter—it is pretty far-reaching.

A curious fact with reference to Chinese prescriptions is that different medicines are ordered on different days for the same ailment, a circumstance that has its origin in the Chinese belief that the human system is not the same from day to day. For instance, they hold there are some fifty or sixty kinds of heart disease, twenty or thirty forms of consumption, and perhaps one hundred varieties of dyspepsia.

In the administration of his medicines the native physician adopts no half-way measures. Indeed, he gives his patient as large a dose as he thinks his victim can stand. For example, there are in one Chinese remedy for colds some nine ingredients, and the pill into which they are compounded is about the size of a boy's marble.

Besides the medicine for the cold there may be in such a case included others for various complaints of which the physician may suspect the patient to be afflicted. The theory in this case is that, by administering several kinds of physic at once, the "channels" of the system will conduct these remedies to the different portions of the body and thus "hit the right spot."

## DEATH OF MR. G. F. JOHNSON.

The death occurred at Streatham last month of Mr. George Frederick Johnson, late secretary of the Peninsular and Oriental Steam Navigation Company, aged 63 years.

Mr. Johnson joined the London office of the company as a very young man, and passed through various grades before he reached the post of secretary. In 1873 he went to Hongkong and subsequently held different agencies of the company in China and India, and then became agent at Aden, a post he occupied for a number of years. From Aden he came back to the London office and became head of the freight department, and then in 1897 was appointed secretary.

Very deep regret will be felt in the City, says a London contemporary, where, naturally, Mr. Johnson was widely known, at the news of his death, but to many the news will not come as a shock. While away during the Easter holidays of last year he had a stroke, and though he made a partial recovery from a serious illness and was able to get about again with some of his old vigour he retired from active work and was laid up from time to time. The severity of his illness was the more deplored since he had led a very active life and in leisure hours had always been accustomed to seek relaxation in outdoor games, mainly either in cricket as a young man or in golf in his later years. Mr. Johnson was highly respected and very much liked in the company's service, and by his kindness of heart and considerate manner made a very large number of friends in the world outside.

The funeral took place at Putney Vale Cemetery, after service at Magdalen Church, Drevstead-road, Streatham.

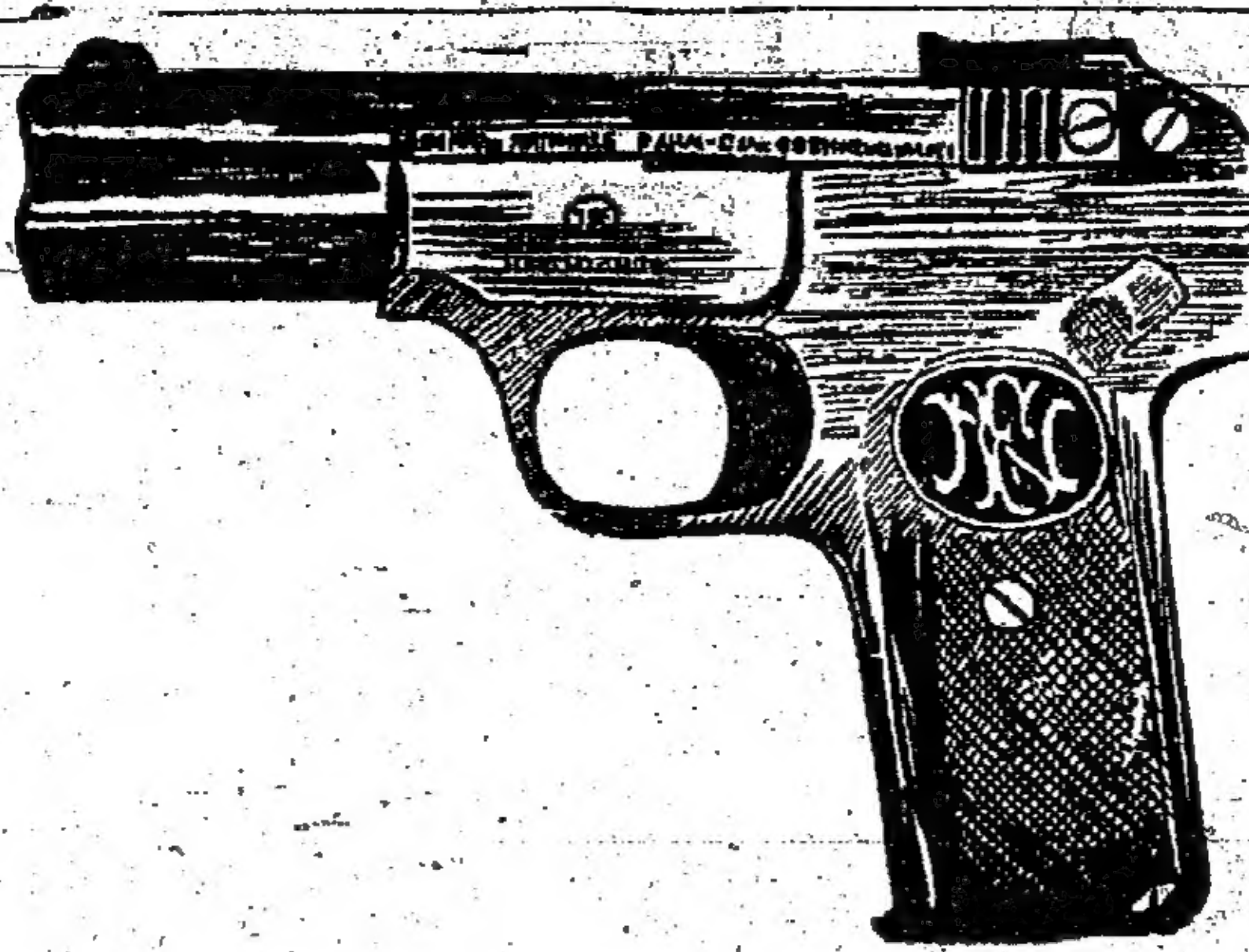
## LINER ROMANCES.

WHITE STAR OFFICER TO WED AN HEIRESS.

Particulars of two additions to the long list of romances which have had their beginning on board a liner are made known. It appears that Lieut. General Baden-Powell first met his fiancée at sea; while from Boston (U.S.A.) comes the interesting announcement of the marriage of a White Star officer with a millionaire, who also met on a liner.

The bridegroom was Mr. Harry Davidson, R.N.R., second officer of the White Star liner *Canopus*, and Miss Jane Goodwin, the millionaire niece of Mr. Pierpont Morgan.

## INTIMATION



Automatic "rocket" Pistol "Browning," 8 shots in 2 seconds, and ammunition to fit. MAUSER SELF-LOADING PISTOL, with HOLSTER BUTT STOCK. 10 Shots in 2 seconds, and ammunition to fit.

Descriptive Illustrated Catalogues from  
**SIEMSEN & Co.** (MACHINERY DEPT.),  
471 QUEEN'S BUILDING, PRAYA, HONGKONG.

## VESSELS EXPECTED.

## THE AMERICAN MAIL.

The P.M. str. *Mongolia* left Yokohama for this port via Manila on the 2nd October, between 10 a.m. and noon. Her mail has been transferred to the E. & A. str. *St. Albans*.

The T.K.K. str. *Nippon Maru* arrived at Yokohama from San Francisco and Honolulu on the 8th October, and is expected here on the 18th October.

The T.K.K. str. *Tenyo Maru* left Honolulu for Yokohama on the 3rd October, and is due to arrive at Hongkong from Manila on the 28th October.

The P.M. str. *Pavia*, with the American mail, left San Francisco for Hongkong, via Honolulu, Japan ports and Shanghai, on the 5th October.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Coblenz* left Sydney on the 21st September, at 11 a.m., and may be expected here on or about the 14th October.

The E. & A. str. *Eastern* left Sydney on the 26th September, for this port via Queensland Ports, Port Darwin, Timor and Manila.

The N.Y.K. str. *Nikko Maru* (Austrian Line) left Sydney for this port via ports on the 2nd October, and is expected here on the 21st October.

## THE CANADIAN MAIL.

The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 26th September, a.m.

## THE GERMAN MAIL.

The I.G.M. str. *Prinz Eitel Friedrich*, carrying the German mails with dates from Berlin of the 18th of September, left Colombo on the 5th inst., p.m., and may be expected here on or about the 18th inst.

## MERCHANT STEAMERS.

The "Ben Line" str. *Benedi* from Leith and London, left Singapore on the 3rd October, for this port.

The N.Y.K. str. *Kamakura Maru* (Bosnia Line) left Kobe for this port via Moji on the 4th October, and is expected here on the 13th October.

The N.Y.K. str. *Sado Maru* (American Line) left Kobe for this port via ports on the 4th October, and is expected here on the 13th October.

The H.A.L. str. *Scandia* left Singapore on the 7th October, at noon, and may be expected here on or about the 13th October, a.m.

The N.Y.K. str. *Tosa Maru* (Calcutta Line) left Calcutta for this port via ports on the 5th September, and is expected here on the 14th October.

The str. *Glenogle* left Rangoon on the 4th October, for Hongkong via Penang and Singapore, and is expected to arrive here on the 17th October.

The G.N. str. *Minnesota* arrived at Yokohama on the 4th October, and left on the 6th October, for Hongkong via usual ports of call, and may be expected here on or about the 21st October.

The Swedish East Asiatic Co.'s str. *Teking* left Suez on the 29th September, and is expected to arrive here on or about the 23rd October.

The "Barber Line" str. *Wray Castle* sailed from New York on the 18th August for Hongkong via the Straits.

The Barber Line str. *Muscatier Castle* left New York on the 25th August for Hongkong and the Far East.

The B.L. str. *Egmont Castle* sailed from New York on the 12th Sept. for Far East.

The str. *Glenstrae* passed the Suez Canal on the 17th September for Hongkong via Straits.

The T.K.K. str. *Hongkong Maru* arrives at Honolulu from Manzanillo on the 11th October, and is due here on the 18th November.

The str. *Glenstrae* passed the Suez Canal on the 17th September for Hongkong via Straits.

The T.K.K. str. *Hongkong Maru* arrives at Honolulu from Manzanillo on the 11th October, and is due here on the 18th November.

The str. *Glenstrae* passed the Suez Canal on the 17th September for Hongkong via Straits.

## MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

## BRITISH.

Alacrity, despatch-boat, 1,700 tons, 4 guns, 2,000 l.h.p., Comdr. Lamb, Weihaiwei.

Atlas, despatch-boat, 1,400 tons, 4 guns, 2,000 l.h.p., Comdr. Lamb, Weihaiwei.

Bramble, gunboat, 710 tons, 500 l.h.p., Lieut. Comdr. B. E. Pritchard, Kiang.

Britomart, gunboat, 710 tons, 500 l.h.p., Lieut. Comdr. W. H. Darvall, Shanghai.

Cadmus, British sloop, 1,070 tons, l.h.p. 1,400, 24, Comdr. Hugh P. R. P. Williams, Canton.

Cleburn, water tank and tug, 390 tons, l.h.p. 340, Master W. Smith, Hongkong.

Cliff, British sloop, 1,070 tons, l.h.p. 1,400, Comdr. R. E. Vane, Hongkong.

Defence, armoured cruiser, 14,000 tons, l.h.p. 27,000, Captain Henry Bruce, M.V.O., Hongkong.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 l.h.p., Lt.-Comdr. H. S. Monro, Hankow.

Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 l.h.p., Lieut.-Comdr. Brinkendon, West River.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 5,900 l.h.p., Lieut.-Comdr. Maxwell, Hongkong.

Keat, armoured cruiser, 9,800 tons, 14 guns, l.h.p. 22,000, Capt. Allen T. Hunt, Yokohama.

Kinsara, river gunboat, 616 tons, l.h.p. 1,200, Lt.-Comdr. H. Marryat, Hankow.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 l.h.p., Capt. F. C. Passo, Surveying Duties.

Minotaur, armoured cruiser (flagship) Vice Admiral Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,000 tons, l.h.p. 27,000, Capt. G. C. Cayley, Shanghai.

Monmouth, armoured cruiser, 9,800 tons, l.h.p. 22,000, Capt. B. H. F. Bartlett, M.V.O., Shanghai.

Moorhen, river gunboat, 180 tons, 2 guns, l.h.p. 800, Lieut.-Comdr. G. P. Leith, West River.

Nevesata, 2nd class cruiser, 4,800 tons, turbine 22,000 F.D., Captain George P. E. Hunt, D.S.O., Hongkong.

Nightingale, river gunboat, 85 tons, 240 l.h.p., Lt.-Comdr. Malcolm Murray, H.N., Yang-tze.

Other, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 l.h.p., Lieut.-Comdr. Chambers, Weihaiwei.

Edith, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.-Comdr. E. J. O. MacKinnon, Weihaiwei.

Robin, river gunboat, 85 tons, 2 guns, 240 l.h.p., Lt.-Comdr. Allan Dixon, West River.

Rosario, depot ship for submarines, 950 tons, l.h.p. 1,400, Lt.-Comdr. N. E. Archdale, Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 l.h.p., Lieut.-Comdr. I. A. B. Hutton, West River.

Sinpa, river gunboat, 85 tons, 2 guns, 240 l.h.p., Lt.-Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 205 tons, l.h.p. 6,000, Gunner E. J. Trillo, Hongkong.

Tamar, receiving ship, 4,550 tons, 6 guns, Commodore R. Anstruther, C.M.G., Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 800 l.h.p., Lieut.-Comdr. Hon. Guy Stophord, Chungking.

hTetis, gunboat, 710 tons, 900 l.h.p., Lieut. Comdr. H. R. Mottel-Dormer, Hankow.

Uk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt. Comdr. A. W. Huest, Weihaiwei.

Vireo, torpedo-boat destroyer, 39 tons, 6 guns, 6,300 l.h.p., Lieut.-Comdr. Harold D. Adams, Weihaiwei.

Waterwitch, surveying ship, 620 tons, 450 l.h.p., Lieut.-Comdr. F. A. Reye, Singapore.

Welland, T.B.D., 590 tons, 7,500 F.D., 6 guns, Comdr. Seymour, Weihaiwei.

Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 l.h.p., Lieut.-Comdr. G. J. Hartford, Weihaiwei.

Woodcock, gunboat, 150 tons, 2 guns, 550 l.h.p., Lieut.-Comdr. M. B. R. Blackwood, Yang-tze.

Woodcock, gunboat, 150 tons, 2 guns, 550 l.h.p., Lieut.-Comdr. G. F. A. Malok, Hankow.

## FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c., and for PRIVATE READING at THE OUTPOSTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST is given in the

## HONGKONG WEEKLY PRESS.

with which is incorporated THE CHINA OVERLAND TRADE EXPOSURE. Subscription, paid in advance, \$12 per annum. Postage 2/6 to any part of the World.

## SHIPPING IN PORT.

## SINGAPORE.

AUCHINCLOSS, British str., 2,568, Cowan, 8th October—Java 26th September, Sugar—Gillman & Co.

BORNEO, German str., 1,344, F. Sembill, 1st October—Sandakan 26th Sept. Timber—Melchers & Co.

CAYLON, British str., 2,632, A. A. Baker, 5th Oct.—Yokohama and Shanghai 24th Sept. General—P. & O. Co.

CHINHUA, British str., 1,240, H. Walker, 8th October—Shanghai 4th October, General—Butterfield & Swire.



**THE BANK LINE, Ltd.**

(ANDREW WEIR &amp; CO.)

REGULAR SERVICE FROM HONGKONG TO

**VICTORIA, VANCOUVER, B.C.****SEATTLE & TACOMA.**

VIA

**SHANGHAI AND JAPANESE PORTS.**

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON PORTS.

STEAMERS	SAILING
"LORD CURZON" ...	On 20th Nov.
"LORD DERBY" ...	On 17th Dec.

To be followed by other Steamers of the Company at regular intervals. Calling at AMOY and KEELUNG if sufficient inducement offers. The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**

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**ORIENTAL AFRICAN LINE.****NEW LINE OF STEAMERS**

TO

**SOUTH AFRICAN PORTS.**

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... Beginning of January.

And regularly thereafter.

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Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

FROM HONGKONG:	FROM COLOMBO:
12th Oct. "SALAMIS"	1st Nov.

For Rates and Further Information, apply to—

**THE BANK LINE, LIMITED,**  
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REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

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**THE BANK LINE, LIMITED,**  
MANAGING AGENTS, 142-43-44**"THE BIG 4" of the PACIFIC MAIL S.S. CO.**

	COMFORT.	FROM HONGKONG calling at
<b>MONGOLIA</b> 27,000 tons, twin screws.		SHANGHAI, NAGASAKI,
<b>MANCHURIA</b> 27,000 tons, twin screws.		KOBE (via Inland Sea),
<b>KOREA</b> 18,000 tons, twin screws.	<b>SAFETY.</b>	YOKOHAMA and HONO.
<b>SIBERIA</b> 18,000 tons, twin screws.		LULU (the Paradise of the
Also <b>NILE</b> ... 11,000 tons.	<b>SPEED.</b>	Pacific) through Service via
<b>CHINA</b> ... 10,200 tons.		NEW YORK to Europe.
<b>PERFIA</b> ... 9,000 tons.		

**SOME FEATURES OF SERVICE.****Lights and Fans** Individual Electric Reading Light in each berth and Electric Fan in each Stateroom under passenger's control.**Swimming Tank** Is installed on deck for salt-water-plunge. Bathing suits on board.**Band** Filipino string Band Concerts each afternoon and evening and also during T.E. and Dinner.**Cuisine** The Cuisine is under the direct supervision of one of the World's most famous caterers.**Games and Amusements** Deck Games, such as Quoits, Shuffle-board and all kind of gymnastic sports, are arranged during the voyage, as well as indoor Amusements, such as Musical Entertainment. Dances and Masquerade Balls on deck are also arranged to while away the time.**Wireless and Submarine Signal Service** The most powerful Wireless Telegraph apparatus is installed on all Steamers. Submarine Signalling is also used as an additional measure of safety.**Bilge Keels** Are fitted to the Ships to prevent rolling at sea, thus ensuring steadiness and constant comfort.**The Cost:** is not more by this route with its unparalleled opportunities than by any other route. For a return ticket to London the cost is but £130, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

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**FRED J. HALTON, AGENT.**

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**HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

HONGKONG TO CANTON.

CANTON TO HONGKONG.

THURSDAY, 10TH OCTOBER, 1912.

8 a.m. "HONAM."

8 a.m. "HEUNGSHAN."

10 p.m. "FATHAN."

5 p.m. "KINSHAN."

FRIDAY, 11TH OCTOBER, 1912.

8 a.m. "HEUNGSHAN."

8 a.m. "HONAM."

10 p.m. "KINSHAN."

5 p.m. "FATHAN."

**HONGKONG-MACAO LINE.**

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

**HONGKONG TO MACAO.**

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

**MACAO TO HONGKONG.**

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 13TH OCTOBER.

The Company's Steamship

**"SUI AN"**

Will depart from the WING LOK STREET WHARF at 9 a.m. and return from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

**CANTON-MACAO LINE.**

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 559 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and this other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**

Hotel Mansions (First Floor), opposite the Blake Pier. 143

**SWEDISH EAST ASIATIC CO., LTD.**

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING
SHANGHAI, YOKOHAMA, "PEKING"	...	6,500	About 23rd Oct.
KOBE and MOJI "CEYLON"	...	9,000	On 17th Nov.

For Freight and Further Particulars, apply to—

ARTHUR NILSSON &amp; CO.,

YORK BUILDINGS, TOP FLOOR.

**TOYO KISEN KAISHA**

TRANS-PACIFIC

**WESTERN PACIFIC****DENVER AND RIO GRANDE**

TRANS-CONTINENTAL

**TOYO KISEN KAISHA.**

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.

S.S. CHIYO MARU ... 21,000 tons.

S.S. SHINYO MARU ... 21,000 tons.

AND S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

**WESTERN PACIFIC-DENVER AND RIO GRANDE.**

The T.K.K. Lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

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(Under Mail Contract with the Austrian Government)

MONTHLY FAST DIRECT SERVICE TO TRIESTE.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "KOBEN," 9,900 tons, will leave as above on 19th October, at 5 p.m.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th Nov., at 5 p.m.

Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.

ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON &amp; BERLIN.

TO SHANGHAI.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 4th Nov., at 8 p.m.

S.S. "AFRICA," 8,840 tons, will leave as above on 6th Dec., at 8 p.m.

Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

Superior accommodation for 1st and 2nd Class Cabin and Storage Passengers.

No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE TO TRIESTE, Fiume and Venice.

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUVA AND PORT SAID.

S.S. "CHINA," 11,800 tons, will leave as above on 31st October.

S.S. "NIPPON," 13,950 tons, will leave as above on 3rd Dec.

TO YOKOHAMA, KOBE VIA SHANGHAI.

S.S. "NIPPON," 13,950 tons, will leave as above on 31st October.

S.S. "PERFIA," 12,500 tons, will leave as above on 30th Nov.

Superior accommodation for Saloon Class Passengers.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

**SANDER, WIELER & Co., Agents,**

Hongkong, 10th October, 1912.

Princes' Building. 155

**BRITISH INDIA S. N. CO., LTD. APCAR LINE.**

REGULAR SERVICE BETWEEN CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

**EASTWARD.**

S.S. "DILWAR," 460 tons, Capt. W. J. Bishop, left CALCUTTA 22nd Sept., will be despatched to SHANGHAI, KOBE and MOJI on 12th Oct., at 1 p.m.

S.S. "ARRATON APCAR," 2,951 tons, Capt. R. F. Thomson, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 19th Oct.

**WESTWARD.**

S.S. "THONGWA," 3,428 tons, Capt. Fysh, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Oct., at 1 p.m.

S.S. "GREGORY APCAR," 2,961 tons, Capt. J. E. Drake, will be despatched as above on 20th October.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to—

**DAVID SASSOON & CO., LTD.,**

Hongkong, 8th October, 1912.

AGENTS. 592

**PHILIPPINES S.S. CO.**

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO ...	4000	Cross	Manila, Mangarin, Iloilo and Cebu	On 18th Oct., 4 p.m.
RUBI ...	4000	Miller	Manila, Mangarin, Iloilo and Cebu	On 28th Oct., 4 p.m.

For Freight or Passage, apply to—

SHEWAN, TOMES &amp; Co., General Managers.

HONGKONG, 10th October, 1912. "PHILIPPINES S.S. CO." 113

**NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"BUELOW"	Capt. H. SCHARFFHUB, 16,000	Wed'day, 16th Oct., at 10 a.m.

SHANGHAI, TSINGTAU, KOBE and YOKOHAMA ... "P. E. FRIEDRICH," Capt. E. MALCHOW, 16,000 {About Wed'day, 16th Oct.

MANILA, YAP, MARONN, SAMARAI, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE ... "COBLENZ," Capt. L. KLUGKIST, 6,750 {Saturday, 2nd Nov., at 9 a.m.

KOBE and YOKOHAMA ... "COBLENZ," Capt. L. KLUGKIST, 6,740 {About Tuesday, 15th Oct.

KUDAT and SANDAKAN ... "BORNEO," Capt. F. SEMBIL, 5,000 {Middle of Oct.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For Further Particulars apply to—

**NORDDEUTSCHER LLOYD,**

MELOCHERS &amp; Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 8th October, 1912.

**PASSENGER SEASON 1913.****NORDDEUTSCHER LLOYD. BREMEN.**

TO EUROPE BY THE

**MAGNIFICENT FAST LINERS.**

STEAMSHIP DISPLACEMENT.

"GOEBEN" 17,300 tons ON FEBRUARY 4TH.

"BREMEN" 21,000 " ON FEBRUARY 19TH.

"DERFFLINGER" 17,250 " ON MARCH 4TH.

"PRINZ EITEL FRIEDRICH" 16,000 " ON MARCH 19TH.

"YORCK" 17,000 " ON APRIL 1ST.

"PRINZESS ALICE" 20,800 " ON APRIL 16TH.

"LUETZOW" 17,300 " ON APRIL 29TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.

CALLING AT NAPLES, GENOA, ALGIERES, GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy. (System Telefunken.)

EARLY BOOKING RECOMMENDED.

For Further Particulars, apply to—

**MELCHERS & Co., GENERAL AGENTS.**

Hongkong, 21st September, 1912. 1113

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ON SALE.



## SHIPPING

## ARRIVALS.

ARHU, British str., 1,360, J. B. Harris, 9th October—Shanghai 6th October, General.—Butterfield & Swire.

DAIJIN MARU, Japanese str., 890, D. Fuchigami, 9th October—Swatow 5th October, General.—Osaka Shosen Kaisha.

HAIYANG, British str., 1,300, Hodgins, 9th October—Fochow 6th October, General.—Douglas, Lapraik & Co.

HANOI, French str., 730, J. Bouhier, 8th October—Haiphong and Pakhoi 7th October, General.—A. R. Marty.

HAZEL DOLLAR, British str., 2,002, M. Ridley, 9th October—Manila 6th October, Nila—Order.

ICHANG, British str., 1,297, W. O. Jones, 9th October—Wuhu 5th October, Rice.—Butterfield & Swire.

KEEN, Chinese str., 825, A. B. Baines, 9th October—Chefoo 1st October, General.—Chinese.

IYO MARU, Japanese str., 3,911, K. Takada, 9th October—Singapore 4th October, General.—Nippon Yusen Kaisha.

MAUSANG, British str., 1,044, A. C. A. Cornick, 8th October—Sandakan 2nd October, Lumber and General.—Jardine, Matheson & Co.

MAGELLAN, French str., 2,062, Charbonnel, 9th October—Saigon 5th October, Mails and General.—Messageries Maritimes.

MEXICAN-PRINCE, British str., 1,053, J. C. Young, 9th October—Balik Papan 2nd October, Bulk Oil—Asiatic Petroleum Co.

SHIANG, British str., 1,760, Payne, 9th October—Weihaiwei 3rd October, General.—Jardine, Matheson & Co.

THONGWA, British str., 6,298, R. P. Fysh, 9th October—Moji 5th October, General.—David Sassoon & Co.

TIJANAS, Dutch str., 2,444, A. Oldenburger, 9th October—Batavia, Sugar.—Java-China-Japan Line.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE  
October 9th.

BORNEO, German str., for Sandakan.

ICHANG, British str., for Canton.

O. J. D. ADAMS, German str., for S. Pore.

SUSANG, British str., for Calcutta.

## DEPARTURES.

October 9th.

ANHU, British str., for Canton.

BELOWIA, German str., for Singapore.

BINH THUAN, Dutch str., for Tegal.

CHIVO MARU, Jap. str., for San Francisco.

CHIVENS, Chinese str., for Canton.

CHIVENS, British str., for Singapore.

HAIYANG, British str., for Swatow.

HAIYANG, British str., for London.

KAIJO MARU, Japanese str., for Fochow.

KONGCHANG, German str., for Bangkok.

KWONGTAN, Chinese str., for Shanghai.

LARIES, British str., for Hankow.

LYON MARU, Jap. str., for Sourabaya.

MICHAEL JENSEN, Ger. str., for Haiphong.

PARLAT, German str., for Canton.

RHOL, American str., for Manila.

SHINGO MARU, Japanese str., for Miki.

SIXANG, French str., for Haiphong.

TAISUN, Chinese str., for Shanghai.

## SHIPPING REPORTS.

The British str. *Anhu* reports: Strong northerly winds and moonoon, moderate sea and cloudy weather.

The British str. *Haiyang* reports: Fochow to Amoy moderate N.E. gale and rough sea; thence to Swatow strong N.E. wind, sea rough. Swatow to Hongkong moderate to light North-Easterly wind, smooth sea and fine clear weather.

The British str. *Thongwa* reports: Strong north and north-westerly winds and rough sea, up to Tang Tung, and overcast skies; weather fine during remainder of passage, seas moderate.

## PASSENGERS.

Per *Tijanas*, from Batavia, Mr. van Wuren.

Per *Haiyang*, from Fochow, Mr. Hugen and Mr. Smith.

Per *Anhu*, from Shanghai, Messrs. Maurer, Wank, Stalker, Mesdames Maurer, Schoegardins, Loururo, Hamilton and Boyd.

Per *Thongwa*, from Moji, Mr. and Mrs. Radder, Mr. and Mrs. Billrough and a children, Mr. J. Campbell, Mr. Bulbul, and Mr. Busran.

Per *Iyo Maru*, from Hongkong, from Singapore, etc., Mr. and Mrs. G. Nightingale, Mr. C. Mason, Mr. J. McPherson, Mrs. J. Yvans, Miss A. Fairall, Mr. J. Gardner, Mr. F. Kidd, Mr. H. Muncell, Mr. H. Overy, Mr. H. McElligott, Mr. G. Abernethy and Mr. S. Umayahara.

Per *Magellan*, from Saigon, etc., Mr. M. Vergiete Rondure, Mr. J. Munne, Mr. and Mrs. Gautwort, Mr. and Mrs. Sydney Michael, Mr. Bursley, Mrs. Price, Mr. J. Castle, Mr. Starkey, Mr. and Mrs. Jeon, Mrs. Gregoire, Mrs. Provins, Mr. and Mrs. Cugnet, Mr. Max Aran, Mr. and Mrs. Jardir, Mr. Decis, Mr. Faurbuiet, Mr. J. Weber, Mr. F. M. Guernier, and Mr. Gollies.

## DEPARTED.

Per *Rubi*, for Manila, Prof. and Mrs. P. J. Treat, Mr. H. A. Pierce, Madame Maurer, Mrs. G. S. Carr, Misses D. and S. Carr, Mr. J. Munne, Mr. Ebrahim and Mr. J. Aberastin.

## PRINTING

Nothing creates such a good impression as business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil.

THE HONGKONG "DAILY PRESS" PRINTING WORKS  
turn the Best Printing at Reasonable Price

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's		2. From Harbour Master's to Blaise Pier		3. From Blaise Pier to Naval Yard		4. From Naval Yard to East Point	
DESTINATION.	VESSEL'S NAME.	FLAG & REG.	REMARKS.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.	
LONDON & ANTWERP via SINGAPORE, &c.	CHINA	Brit. str.	—	C. H. S. Toque, R.N.R.	P. & O. S. N. Co.	On 12th inst., at Noon.	
LONDON & ANTWERP via SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collyer	P. & O. S. N. Co.	About 16th inst.	
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	E. J. Stallard	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.	
GLASGOW & HULL	GLENLOCHY	Am. str.	—	G. J. Stallard	SHEWAN, TOMES & Co., Ltd.	About 15th inst.	
HAYRE, BREMEN & HAMBURG, &c.	C. FRED. LARSEN	Ger. str.	k. w.	Goiseld	HAMBURG-AMERICA LINE	On 23rd inst.	
HAYRE & HAMBURG, &c.	ARGADIA	Ger. str.	k. w.	Karberg	HAMBURG-AMERICA LINE	On 3rd Nov.	
HAYRE, BREMEN & HAMBURG, &c.	SCANDIA	Ger. str.	k. w.	Knael	HAMBURG-AMERICA LINE	On 24th Nov.	
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MIYABAKI MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 23rd inst., at D'light.	
MARSEILLES, HAMBURG & ANTWERP, &c.	SPERDIA	Ger. str.	—	Heuncke	HAMBURG-AMERICA LINE	On 23rd inst.	
MARSEILLES, ROTTERDAM & HAMBURG, &c.	SACHSEN	Ger. str.	k. w.	Wagner	HAMBURG-AMERICA LINE	On 23rd inst.	
MARSEILLES & HAMBURG, &c.	SENTEAMBIA	Ger. str.	k. w.	Reber	HAMBURG-AMERICA LINE	On 4th Nov.	
VICTORIA, B.C. & TACOMA via KEELUNG, &c.	PANAMA MARU	Jap. str.	—	J. Kanaka	OSAKA SHOSSEN KAISHA	On 15th inst., at 2 P.M.	
VICTORIA, B.C. & TACOMA via JAPAN, &c.	SADO MARU	Jap. str.	—	K. Kanaka	NIPPON YUSEN KAISHA	On 22nd inst., at Noon.	
VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c.	SEATTLE MARU	Jap. str.	—	T. Saito	OSAKA SHOSSEN KAISHA	On 31st inst., at 2 P.M.	
YALLES, B.C., ALGER, GIBRALTAR, SOUTHAMPTON	LOD CURSON	Brit. str.	—	H. Schoffer	THE BANK LINE LTD.	On 20th Nov.	
TRISTE, via SINGAPORE, PENANG, COLOMBO, &c.	BURLAW	Am. str.	—	—	MELCHERS & Co., Ltd.	On 16th inst., at 10 A.M.	
TRISTE, via SINGAPORE, PENANG, COLOMBO, &c.	KORBER	Am. str.	—	—	SANDER, WILBER & Co.	On 19th inst., at 5 P.M.	
TRISTE, via SINGAPORE, PENANG, COLOMBO, &c.	CHINA	Am. str.	—	—	SANDER, WILBER & Co.	About 31st inst.	
BOSTON & NEW YORK via SUEZ CANAL	JESERIC	Am. str.	—	White	ARNHOLD, KARBURG & Co.	About 12th inst.	
NEW YORK	PATMAN	Brit. str.	—	—	DODWELL & Co., Ltd.	On 26th inst., at 6 P.M.	
VANCOUVER via SHANGHAI, JAPAN, &c.	EMPRESS OF INDIA	Brit. str.	2 m.	W. Davison	CANADIAN PACIFIC RAILWAY	On 14th Dec., at 6 P.M.	
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTAGLON	Brit. str.	2 m.	—	CANADIAN PACIFIC RAILWAY	On 15th inst., at 1 P.M.	
SAN FRANCISCO via JAPAN, &c.	NILE	Am. str.	—	A. G. Stevens	PACIFIC MAIL S.S. CO.	On 23rd inst., at 1 P.M.	
SAN FRANCISCO via KEELUNG & JAPAN, &c.	MONGOLIA	Am. str.	—	—	PACIFIC MAIL S.S. CO.	On 23rd inst., at Noon.	
SAN FRANCISCO via JAPAN, &c.	NIPPON MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 12th inst., at Noon.	
AUSTRALIAN PORTS via MANILA	ST. ALBANS	Brit. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 25th inst., at Noon.	
AUSTRALIAN PORTS via MANILA	YAWATA MARU	Jap. str.	—	L. Klugkist	MELCHERS & Co., Ltd.	On 2nd Nov., at 9 A.M.	
CAPEPORTS via MAURITIUS	COLEMAN	Brit. str.	—	Tallock	THE BANK LINE LIMITED	Beginning of January.	
CAPEPORTS via MAURITIUS	DUREBIC	Brit. str.	—	—	TOYO KAISEN KAISHA	On 3rd Dec., at Noon.	
CAPEPORTS via MAURITIUS	HONGKONG MARU	Jap. str.	—	—	SANDER, WILBER & Co.	About 31st inst.	
YOKOHAMA & KOBE via SHANGHAI	NIPPON	Am. str.	—	C. H. Lane	JARDINE, MATHESON & Co., Ltd.	On 10th Nov., at Noon.	
YOKOHAMA & KOBE	LAWADA	Brit. str.	—	E. Fraser	NIPPON YUSEN KAISHA	On 24th inst., at 11 A.M.	
YOKOHAMA & KOBE	HIKARI MARU	Jap. str.	—	E. Klugkist	MELCHERS & Co., Ltd.	About 15th inst.	
YOKOHAMA & KOBE	COLEMAN	Brit. str.	—	E. F. Thomson	DAVID SASSOON & Co., Ltd.	On 19th inst.	
YOKOHAMA & KOBE	ABRATON AFAR	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	TIENWONG	Dut. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 17th inst., at 4 P.M.	
WEIHAIWEI & TIENTSIN	HUICHOW	Brit. str.	1 m.	G. Hoeker	BUTTERFIELD & SWIRE	On 20th inst., at Noon.	
WEIHAIWEI & TIENTSIN	CHIEPHING	Brit. str.	—	E. Mooney	BUTTERFIELD & SWIRE	On 20th inst., at Noon.	
CHIEPHING	TIENSHIN	Brit. str.	1 m.	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 20th inst., at Noon.	
CHIEPHING	DELTA	Brit. str.	—	Benson	BUTTERFIELD & SWIRE	On 20th inst., at Noon.	
CHIEPHING	CHINWUA	Brit. str.	1 m.	—	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon.	
CHIEPHING	FLINTSHIRE	Brit. str.	—	W. J. Bishop	DAVID SASSOON & Co., Ltd.	On 12th inst., at 1 P.M.	
CHIEPHING	DELWARA	Brit. str.	—	J. B. Harris	BUTTERFIELD & SWIRE	On 12th inst., at 1 P.M.	
CHIEPHING	ANBY	Brit. str.	1 m.	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at D'light.	
CHIEPHING	HANGSANG	Brit. str.	—	Knael	HAMBURG-AMERICA LINE	On 14th inst.	
CHIEPHING	SCANDIA	Ger. str.	k. w.	T. Saito	NIPPON YUSEN KAISHA	On 14th inst.	
CHIEPHING	TOBA MARU	Jap. str.	—	G. J. Goldwell	P. & O. S. N. Co.	About 15th inst.	
CHIEPHING	SOCORRA	Ger. str.	—	E. Malchow	MELCHERS & Co., Ltd.	About 16th inst.	
CHIEPHING	CHINAN	Brit. str.	1 m.	T. A. Mitchell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.	
CHIEPHING	BOHRA	Brit. str.	—	Noguchi	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.	
CHIEPHING	PERINO	Swed. str.	—	—	NIPPON YUSEN KAISHA	On 23rd inst.	
CHIEPHING	BOREMA	Aus. str.	—	—	SANDER, WILBER & Co.	On 23rd inst.	
CHIEPHING	CEYLON	Swed. str.	—	Norfolk	ARTHUR NILSON & Co.	On 4th Nov., at D'light.	
CHIEPHING	TIJANAS	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	On 17th inst.	
CHIEPHING	HANTANG	Dut. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst., at D'light.	
CHIEPHING	KAIJO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 23rd inst., at Noon.	
CHIEPHING	SOSHU MARU	Jap. str.	—	K. Tashira	OSAKA SHOSSEN KAISHA	On 16th inst., at 10 A.M.	
CHIEPHING	DAIJIN MARU	Jap. str.	—	A. E. Hodgins	OSAKA SHOSSEN KAISHA	On 13th inst., at Noon.	
CHIEPHING	HAIYANG	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIK & Co.	To-morrow, at 11 A.M.	
CHIEPHING	HAIYANG	Brit. str.	2 h.	W. O. Pasmore	DOUGLAS LAFRAIK & Co.	On 13th inst., at 10 A.M.	
CHIEPHING	HAIYANG	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIK & Co.	On 15th inst., at 11 A.M.	
CHIEPHING	KUNSHANG	Brit. str.	—	F. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 18th inst., at 11 A.M.	
CHIEPHING	TAMING	Brit. str.	—	Pannestier	BUTTERFIELD & SWIRE	On 12th inst., at 2 P.M.	
CHIEPHING	LOOKSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.	
CHIEPHING	GUBI	Am. str.	—	Miller	JARDINE, MATHESON & Co., Ltd.	On 19th inst., at 2 P.M.	
CHIEPHING	TIJANOK	Dut. str.	—	—	SHEWAN, TOMES & Co., Ltd.	On 22nd inst., at 4 P.M.	
CHIEPHING	ISCHIA	Ital. str.	—	Boletto	JAVA-CHINA-JAPAN LINE	On 12th inst., at Noon.	
CHIEPHING	KAMAKURA MARU	Jap. str.	—	T. Horii	NIPPON YUSEN KAISHA	On 14th inst.	
CHIEPHING	OKARA	Brit. str.	—	A. J. Evans	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.	
CHIEPHING	THEONOWA	Brit. str.	—	Fyke	DAVID SASSOON & Co., Ltd.	On 14th inst., at 1 P.M.	
CHIEPHING	CEYLON MARU	Jap. str.	—	Tozawa	NIPPON YUSEN KAISHA	On 19th inst.	
CHIEPHING	KUTANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 23rd inst., at Noon.	
CHIEPHING	MAUSANG	Brit. str.	—	Cornock	JARDINE, MATHESON & Co., Ltd.	On 15th inst., at 4 P.M.	
CHIEPHING	BOHRO	Ger. str.	—	F. Sombill	MELCHERS & Co., Ltd.	To-day, at 10 A.M.	
CHIEPHING	ON-SIANG	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co., Ltd.	On 14th inst., at Noon.	
CHIEPHING	SI-KIANG	Fren. str.	—	E. de Catalano	MESSAGERIES MARITIMES	On 23rd inst., at 9 A.M.	

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
Kobe, Hongkong and Rangoon.

## EASTWARD.

The S.S. "LAWADA" 3,259 tons, Captain C. H. Lane, will be despatched for YOKOHAMA and KOBE on 10th Nov., at Noon, to be followed on 21st Nov., by S.S. "OKARA," Capt. Evans, taking Cargo and Passengers at Current Rates.

## WESTWARD.

The S.S. "OKARA" 5,291 tons, Captain A. J. Evans, will leave Hongkong for SINGAPORE, PENANG and RANGOON on 14th Oct., at Noon, followed by the S.S. "LAWADA," 3,259 tons, Captain C. H. Lane, on the 30th Nov., at Noon, taking Cargo at Current Rates.

For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
AGENTS.  
Hongkong, 10th October, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STAMERS	TO RAIL
* MANILA	"YUENSANG"	Saturday, 12th Oct., 2 P.M.
* SHANGHAI via SWATOW	"HANGSANG"	Sunday, 13th Oct., D'light.
* CHINWANTAO	"ONSHANG"	Monday, 14th Oct., Noon.
* SANDAKAN	"MAUSANG"	Tuesday, 15th Oct., 4 P.M.
* MANILA	"LOONGSANG"	Wednesday, 16th Oct., 2 P.M.
* TIENTSIN	"CHIEPHING"	Sunday, 20th Oct., Noon.
* SHANGHAI, KOBE AND MOJI	"FOOKSANG"	Tuesday, 22nd Oct., Noon.
* SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wednesday, 23rd Oct., Noon.

RETURN TOURS TO JAPAN.  
The Steamers "KUTSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.  
\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze, Ports, Chefoo, Tientsin, Dalny, Weihai, Taicang and Newchwang.

\* Taking Cargo on Through Bills of Lading to Kuchai, Labad, Dahu, Simprun, Tawao, Uakun, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 10th October, 1912.

## THE ROYAL MAIL STEAM

## PACKET COMPANY.

## "SHIRE" LINE SERVICE.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR	STAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"FLINTSHIRE"	About 11th Oct.
LONDON, ROTTERDAM & ANTWERP	"DEN OF GLAMIS"	About 23rd Oct.
SHANGHAI, KOBE & YOKOHAMA	"DENBIGHSHIRE"	About 27th Oct.
LONDON & ANTWERP	"FLINTSHIRE"	About 14th Nov.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans.

Attention is particularly directed to the moderate fares charged.  
\* Does not carry passengers.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., LTD.,  
AGENTS.  
Hongkong, 2nd October, 1912.

## CANADIAN PACIFIC ROYAL MAIL

## STEAMSHIP LINE.

## VIA VANCOUVER

## AND

## THE CANADIAN PACIFIC RAILWAY

## PROPOSED SAILINGS FROM HONGKONG AND QUEBEC.

## SUBJECT TO ALTERATION.

## FOR VANCOUVER.

## FOR LIVERPOOL.

## FROM HONGKONG, 1912.

## FROM QUEBEC, 1912.

THE direct route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Mail Express Train and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10

Intermediate Steamship) "Monteagle" "443" "445"

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line.

R.M.S. "MONTAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blaise Pier.

## RUSSIAN VOLUNTEER FLEET.

## THE STEAMERS OF THE RUSSIAN VOLUNTEER FLEET calling at Hongkong

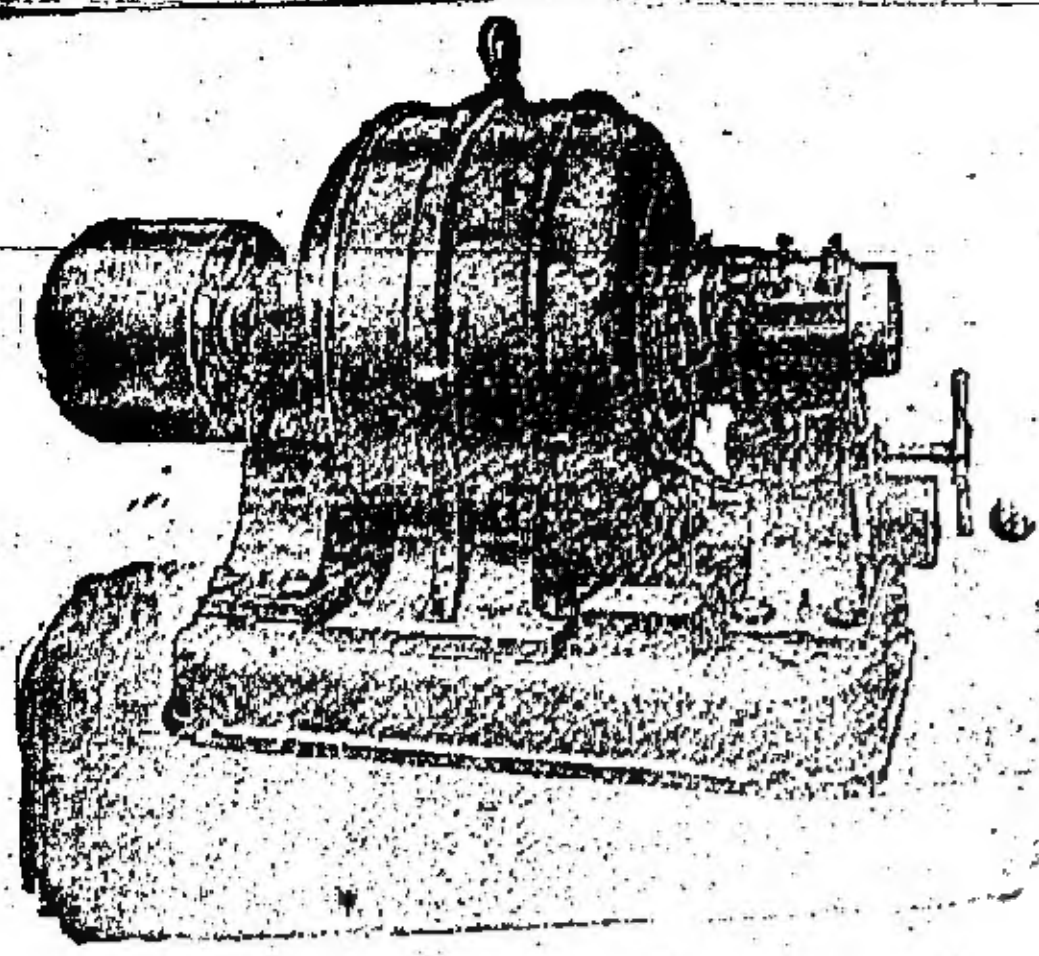
once a month both ways, Homeward and Outward, will accept Cargo and Passengers for the Ports they have to call on the way, according to the schedule, as follows:







## HUGO C. A. FROMM, HONGKONG.



ELEKTIZITÄTS  
ACTIENGESellschaft

# Titan

BERGERHOF  
R.H.L.D.

ELECTRIC MOTORS,  
DYNAMOS,  
VENTILATORS,  
AND ALL KINDS OF  
ELECTRICAL GOODS.

Hongkong, 7th October, 1912.

## JOS. PANNES &amp; CO.,

KREFELD.

MERCERISED COTTON-YARN,  
ARTIFICIAL SILK.

Hongkong, 7th October, 1912.

## SILK RIBBONS AND COMMON RIBBONS

in all sizes and designs are exhibited in my Sample-Showrooms!  
RIBBONS in the NEW CHINESE NATIONAL COLOURS  
are the latest.

PET. WILH. KROMMES,  
LBERFELD.

Hongkong, 7th October, 1912.

## POST OFFICE NOTICE

Monday next, the 14th inst., having been declared a General Holiday, the General Post Office will be open from 8.00 a.m. until 9.00 a.m. only.  
There will be a delivery of letters and a collection from the Pillar Boxes as on Sundays.  
The Money Order Office will be entirely closed.

The Public are requested to have their correspondence addressed to their house numbers and not their house names, as such names are often confusing to Chinese Postmen.

## SIBERIAN ROUTE—Superscription unnecessary for Europe.

Letters and Post Cards for Europe will in future be despatched by the route of Siberia unless marked by the sender for transmission by another route. Printed matter and samples will continue to be sent by the Suez Canal route.

The Delta, with the English Mail, left Singapore on Saturday, the 5th inst., at 6 a.m., and may be expected to arrive here to-day. This packet brings the parcel mails closed in London for despatch by the all sea route on the 4th September, and for despatch overland on the 11th September.

The St. Albans, with the American Mail ex Mongolia, is due to arrive here to-morrow, at daylight.

The China is due to arrive here to-morrow with the Siberian Mail from London of Saturday, the 21st ultimo.

FOR	DATE	TIME
Fort Bayard	Thursday, 10th	8.00 A.M.
Kudat and Sandakan	Thursday, 10th	9.00 A.M.
Japan via Kobe	Thursday, 10th	10.00 A.M.
Shanghai and North China	Thursday, 10th	11.00 A.M.
SHANGHAI AND NORTH CHINA (EUROPE VIA SIBERIA)	Thursday, 10th	1.00 P.M.
Macao	Thursday, 10th	1.15 P.M.
Shanghai and North China	Thursday, 10th	3.00 P.M.
Chefoo and Newchwang	Thursday, 10th	5.00 P.M.
Haiphong, Pakhoi and Saigon	Friday, 11th	9.00 A.M.
Swatow, Amoy and Foochow	Friday, 11th	10.00 A.M.
Samarang and Sourabaya	Friday, 11th	11.00 A.M.
Macao	Friday, 11th	1.15 P.M.
Ningpo, and Shanghai	Friday, 11th	5.00 P.M.
Straits, and India via Bombay	Saturday, 12th	10.00 A.M.
Philippine Islands, Timor, Australia, Tasmania, and New Zealand via Port Darwin	Saturday, 12th	10.00 A.M.
Shanghai, North China, and Japan via Kobe	Saturday, 12th	11.00 A.M.
STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via BRITISH	Saturday, 12th	11.00 A.M.
(Late Letters 11.00 to Noon. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail)		
(Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed to-morrow, at 5 p.m.		
Philippine Islands	Saturday, 12th	1.00 P.M.
Macao	Saturday, 12th	1.15 P.M.
Swatow	Saturday, 12th	5.00 P.M.
Shanghai and North China	Saturday, 12th	5.00 P.M.
Swatow, Amoy, and Formosa via Tamsui	Sunday, 13th	9.00 A.M.
Swatow	Sunday, 13th	9.00 A.M.
Chinwantao	Monday, 14th	11.00 A.M.
Straits and Burma	Monday, 14th	11.00 A.M.
Straits and India via Calcutta	Monday, 14th	Noon
Sumatra, Borneo, and Malacca	Tuesday, 15th	10.00 A.M.
Swatow, Amoy and Foochow	Tuesday, 15th	10.00 A.M.
Formosa via Keelung, Shanghai, North China	Tuesday, 15th	Noon
Japan via Moji, Victoria, B.C., and Tacoma (EUROPE VIA SIBERIA)	Tuesday, 15th	Noon

JAPAN via NAGASAKI, HONOLULU, CANADA, UNITED STATES and SOUTH AMERICA via SAN FRANCISCO

Philippine Islands

STRAITS, BURMAH, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, EGYPT, and EUROPE via NAPLES

## COMMERCIAL

## CLOSING QUOTATIONS

ON	October 9th
LONDON	
Telegraphic Transfer	21 1/2
Bank Bills, on demand	21 1/2
Bank Bills, at 30 days' sight	21 1/2
Bank Bills, at 4 months' sight	21 1/2
Credits, at 4 months' sight	21 1/2
Documentary Bills 4 months' sight	21 1/2
ON PARIS	
Bank Bills, on demand	26 1/2
Credits, at 4 months' sight	26 1/2
ON GERMANY	
On demand	21 1/2
ON NEW YORK	
Bank Bills, on demand	50 1/2
Credits, at 60 days' sight	51 1/2
ON BOMBAY	
Telegraphic Transfer	156
Bank, on demand	156 1/2
ON CALCUTTA	
Telegraphic Transfer	156
Bank, on demand	156 1/2
ON SHANGHAI	
Bank, at sight	71 1/2
Private, 30 days' sight	72 1/2
ON YOKOHAMA	
On demand	102
ON MANILA	
On demand	102
ON SINGAPORE	
On demand	125 1/2
ON HATAYIA	
On demand	125 1/2
ON HAIPHONG	
On demand	125 1/2
ON SAIGON	
On demand	125 1/2
ON BANGKOK	
On demand	125 1/2
SOVEREIGNS, Bank's Buying Rate	109.50
GOLD LEAF, 100 fine, per tola	150.00
BAR SILVER, per oz.	29 1/2

## SUBSIDIARY COINS

Chinese	per cent
20 cents pieces	498 discount
Chinese	10
Hongkong	20
Hongkong	10

## MAILS VIA SIBERIA

London	Due
September 18th	October 9th
September 22nd	October 7th

## SHARE LIST—QUOTATIONS

HONGKONG, 9TH OCTOBER, 1912.

STOCKS	NO. OF SHARES	VALUE	PAID UP	CLOSING QUOTATIONS CASE
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$800, buyers
China Bank Corporation, Limited	60,000	\$12	all	\$9.35, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$2, buyers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$8, sales
COTTON MILLS—				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 105, sales
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	7 1/2	all	\$2 1/2
DOCKS AND WHARVES—				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$68, sellers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$45, buyers
New Amoy Dock Co., Limited	10,000	\$6 1/2	all	\$6 1/2
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 48
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 96
Green Island Cement Co., Limited	400,000	\$10	all	\$3 1/2, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$2 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$11 1/4, buyers
Manila Metropolitan Hotel Limited	15,000	P. 10	all	P. 8
Hongkong Ice Company, Limited	50,000	\$25	all	\$20
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19, sales
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$5, sales
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$252, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$135, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	\$25	\$135, buyers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$135, buyers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 140
Union Insurance Society, Limited	12,400	\$250	\$100	\$131 1/2, buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$137 1/2, @ Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$103 1/2, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$54, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 85
West Point Building Co., Limited	12,500	\$50	all	\$56
Manohappti tel. Mijar, Boshon	25,000	Gds. 10	all	Tls. 57
Landbouw exploitatie in Langkat				
MINING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$21	all	34 1/2
Tromp Mines, Limited	160,000	\$1	all	73 1/2
Heawood Tin and Rubber Estate, Ltd.	715,280	2 1/2	all	4 1/2
Raub Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4.10, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11 1/2
Philippine Co., Limited	50,000	\$10	all	\$1
RAFFINERIES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$109 1/2
Luxon Sugar Refining Co., Limited	7,000	\$100	all	\$33
STEAMSHIP COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	all	\$83
Douglas Steamship Co., Limited	20,000	\$50	all	\$25
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$27 1/2, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, L'don buy. \$72.5
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	105 1/2
Star Ferry Company, Limited	2,000	\$10	all	\$46, buyers
South China Morning Post, Limited	6,000	\$25	all	\$22
Steam Laundry Company, Limited	20,000	\$5	all	\$5
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$8
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5.55
Weissmann, Limited	3,000	\$10	all	\$17, buyers
Gande Price & Co., Ltd.	50,000	\$10	all	\$10
Societe des Pulpes et Papeteries du Tonkin	13,200	\$50	all	\$33
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$9 1/2
Union Waterboat Co., Limited	100 shares	\$10	all	\$350
	50,000	\$10	all	\$11

RUSSIAN—	Daily Wire	Value	Interest	Quotation
Para Rubber in London				4 1/2 per lb. value
Loans	Amount	Value	Interest	Quotation
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.

VERNON &amp; SYMTH, Share Brokers

TO-MORROW  
9.15 P.M.—Grand Variety Entertainment—  
"The Cook" at the Theatre Royal.

FORTHCOMING EVENTS.  
Tuesday, 15th Oct.—  
Noon—Hongkong, Canton and Macao Steamboat Co., Ltd., Extraordinary Meeting.  
Wednesday, 23rd Oct.—  
Noon—Canton Insurance Office, Ltd., Meeting of Shareholders.  
Wednesday, 6th Nov.—  
2.15 P.M.—Meeting of the Licensing Board at Council Chamber.

NOTICE TO KOWLOON RESIDENTS  
EXTRA COPIES of Daily Press are on Sale daily at the following Stores—  
KOWLOON BOOK STALL, Ferry Wharf  
Messrs HUNG CHEONG, Haiphong Road

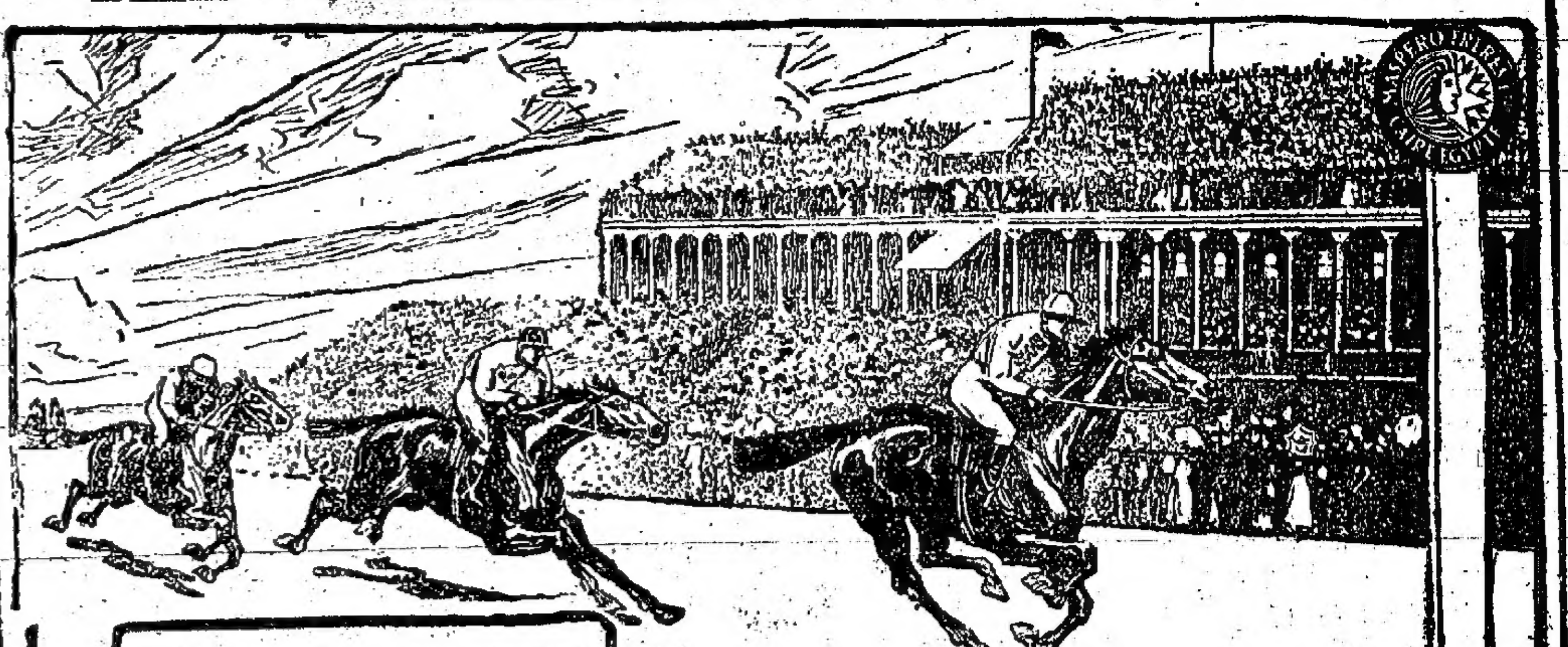
BEING the Series of Articles contributed to the "HONGKONG DAILY PRESS" Sportsman," reproduced in book form  
PRICE ONE DOLLAR.  
Hongkong, 29th October, 1910

"WITH DOG AND GUN IN THE NEW TERRITORY."

Quotations are—  
Malwa New ... 43,000/3,050 per picul.  
Malwa Old ... 23,075/3,100  
Malwa Older ... 33,125/3,150  
Malwa V. Old ... 33,200/3,250  
Persian fine quality ... \$1,200  
Persian extra fine ... \$1,400  
Patna New ... \$3,500  
Patna Old ... \$3,750  
Benares New ... \$3,600  
Benares Old ... \$3,600

HONGKONG DAILY PRESS, THURSDAY, OCTOBER 10TH, 1912.

## THE CIGARETTES OF DISTINCTION.



## Egyptian Cigarette Stakes

4-20 BOUTON ROUGE 1  
2-80 FELUCCA 2  
2-50 NILOMETER 3  
ALSO STARTED 12 OTHERS  
(Figures preceding names indicate price per 100.)

## The Racing Man's SPECIAL

Made in Egypt  
by Messrs  
Fera, Cairo  
London Office  
88, STRAND.

BOUTON ROUGE  
FELUCCA AND  
NILOMETER  
Egyptian Cigarettes

From all High-class Tobacconists and Leading Hotels throughout the World.  
BRITISH AMERICAN TOBACCO CO., LTD.  
SOLE AGENTS, HONG KONG.

## LADIES' "SPECIALS" Mouthpiece Cigarette.

OBTAINABLE EVERYWHERE \$2.20 per 100.

## TELEGRAM

RECEIVED ON 11.11.11. FROM LONDON:—



"We beg to inform you ROYAL  
WARRANT awarded our Company  
for Milk."

CONDENSED MILK  
STERILIZED NATURAL MILK  
EVAPORATED CREAM.

ON SALE AT ALL STORES.

## CLIFFORD WILKINSON'S TANSAN.

"CHOICEST OF ALL CHOICE WATERS."

"IT PROLONGS THE PERIOD OF YOUTH."

"IT EXTENDS THE SPAN OF LIFE."

Per Case of 48 Half Bottles ..... \$7.25  
Dozen of Half Bottles ..... 1.85  
Case of 100 Quarter Bottles ..... 9.25  
Dozen of Quarter Bottles ..... 1.25

## GANDE, PRICE &amp; CO., LTD.

WINE MERCHANTS,  
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Telephone No. 135.

## ANTI-FRICTION METAL

"MARINE BEARING"

FOR LINING BEARINGS

AND

FRICTIONAL PARTS OF MACHINERY.

Is the best in the Market.



## ATLAS METAL &amp; ALLOYS CO., LTD.

Large and Old Established Manufacturers of  
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